# The New-York Times.

VOL. XIX......NO. 5655. NEW-YORK, SATURDAY, NOVEMBER 6, 1869. PRICE FOUR CENTS.


## TELEGRAMS.

### Another Critical Condition of Affairs in Spain.

### Topete's Resignation Accepted by the Regent.

### M. ROCHEFORT'S RETURN TO FRANCE

### The British Press on the Death of Mr. Peabody.

### Confirmation of a Reported Indian Murder and Robbery.

## SPAIN.

**Acceptance of Topete's Resignation—The Democrats and Progressists Seeking Union—The Vacant Throne—Release of Orense.**

MADRID, Nov. 5.—Admiral TOPETE has positively refused to withdraw his resignation, and it has been reluctantly accepted.

The Democrats and Progressists are holding a joint conference to discuss the situation and adopt a common course of action. The critical condition of affairs creates much public anxiety.

The opposition to the Duke of GENOA is mustering its forces and organizing a general movement, which is daily gaining strength, against his elevation to the throne.

MADRID, Nov. 5—Evening.—Señor ORENSE has been released from prison.

A battalion of volunteers sailed from Cadiz to-day, for Havana.

## FRANCE.

**The Imperial Court Hunting—An Electoral Meeting Broken up by the Police—Return of Rochefort to Paris.**

PARIS, Nov. 5.—The Court went out hunting yesterday at Compiègne. The Emperor was not present.

One of the electoral meetings held last night was dissolved by the Police.

HENRI ROCHEFORT, the editor of the *Lanterne*, set out from Brussels yesterday on his return to Paris. On reaching the frontier he was arrested, but was subsequently released and furnished with a safe conduct by order of the Emperor. He then resumed his journey, and his arrival here is momentarily expected.

## GEORGE PEABODY.

**The English Press on the Death of the Philanthropist—His Character and His Fame.**

LONDON, Nov. 5.—The death of the celebrated philanthropist, GEORGE PEABODY, has created a profound sensation. Nearly all the morning journals have obituary articles. That of the *Times* says:

"The news of Mr. PEABODY's death will be received with no common sorrow on both sides of the Atlantic. The sentiment of regret will not be a mere passing tribute of gratitude to a munificent benefactor. Mr. PEABODY, through a long life, accumulated manifold titles to be lamented. He was an ardent patriot, and loved abroad as much as at home. He was a New-Englander, who, when the South was bowed down to the dust, stepped forward and claimed the right to succor it. He was no courtier, yet he was honored by sovereigns and princes. He was profuse in his charity, which pauperized nobody. He was a philanthropist who was liked as well as honored. There was nothing hard or narrow about his philanthropy; he simply did whatever good came in his way."

The *Post*, in its obituary article, says: "Mr. PEABODY was one of the few whose private virtues are followed by public fame and whose virtues may be cited as examples. In laying the foundation of wholesome and cheerful homes for the working classes he acted upon a high sense of duty and touched the mainsprings of civilization. He made his means the measure of his philanthropy. Throughout his whole life his conduct displayed a purity of character that could not fail to elevate and refine the feelings his generosity inspired."

The *Telegraph* says: "Mr. PEABODY's lot was doubly happy. The inscription on his mausoleum may tell with unquestioned truth of the man who loved his kind and served two countries."

## GREAT BRITAIN.

**A Holiday—Close of the Exchange—The Boat Races Between the Thames and Tyne Crews—Success of the Latter.**

LONDON, Nov. 5.—The political news to-day is not important. To-morrow will be recognized as a holiday in London, and the Exchange will not be open for business.

Queen VICTORIA will visit the city to open a new bridge and viaduct.

The first of the great four-oared races between the Thames and the Tyne crews, for £200, was rowed to-day on the Thames. The course was from Putney to Mortlake. The following are the names of the crews:

TYNE.—J. TAYLOR, T. WINSHIP, J. MARTIN, J. [illegible], (stroke,) WILSON, (coxswain.)

THAMES.—SADLER, KELLY, MESSENGER, HAMMERTON, (stroke,) E. HAMMERTON, (coxswain.)

The weather was rainy, but the race came off promptly, and was witnessed by a great crowd of people. The Tyne crew won by three lengths in twenty minutes and forty-three seconds. The Thames crew were the favorites at the start. The second race between these two crews will take place on the Tyne on the 19th inst.

A four-oared match, £200, has been arranged to take place on the Tyne, Nov. 17.

After the race on the Thames to-day SADLER, of the Thames crew, exasperated by his defeat, shamefully abused and struck WALTER BROWN, the American oarsman. Friends interfered and prevented the quarrel from proceeding further.

**[illegible]—The Proposed Ocean Race Next Spring.**

LONDON, Nov. 5.—The *News* thinks [illegible] means business, and is ready to sail the Cambria next March. ASHBURY may probably not be disappointed of an equinoctial gale. Once at New-York, if he fails to gain the Queen's cup, it will not be from absence of competition. If the American yachtsmen do not find a foe [illegible] on the ocean in the Spring, they will be hard to suit.

## AUSTRIA.

**The Dalmatian Revolt—The Austrians Marching on Pobori.**

TRIESTE, Friday, Nov. 5.—Dispatches from Cattaro announce that the insurgents of Lasio and Verbiaye have surrendered. At last accounts the troops were marching on Pobori.

## CUBA.

**An Expedition Against the Patriots—Its Probable Failure—Captain-General De Rodas at Cienfuegos.**

HAVANA, Nov. 5.—An expedition, composed of troops and volunteers, recently left this city by sea and land, to surprise a strong body of rebels and [illegible]. No news has yet been received of the result. The *Diario* doubts the success of the movement, believing that the rebels were apprised of it for several days in advance, and that they have by this time withdrawn into the interior.

Captain-General DE RODAS has arrived at Cienfuegos.

## ITALY.

**Rumored Illness of the King.**

PARIS, Friday, Nov. 5.—It is rumored here that the King of Italy is sick. No official confirmation of the report has been received from Florence.

## INDIAN MURDERS.

**The Reported Killing of Colonel Stone Confirmed—The Savages Learning the Nature of Greenbacks.**

SAN FRANCISCO, Nov. 5.—The official report of the recent attack on the mail and the murder of Colonel STONE by the Indians at Apache Pass, Arizona, states that the attack was made after night, and was a complete surprise. The Indians were led by white men. The robbery of the mails was the principal object of the Indians, they having knowledge of greenbacks and facilities for disposing of them. After slaughtering the mail party, the Indians attacked a herd of cattle belonging to some Texas emigrants, stampeded 250 of the herd and killed one man of the party. They then twice attacked a Government train *en route* for Camp Bowie, but were repulsed. Troops from Camp Bowie have been sent in pursuit of the savages, who are making for Sonora.

**Pike, the New-Hampshire Murderer—His Wishes Regarding the Execution.**

CONCORD, N. H., Nov. 5.—PIKE, who is to be hanged here on Thursday for murder, makes a request which will probably be granted, that a quartet of young ladies in Concord who have often sung to him and other prisoners, be allowed to remain in his cell after he passes out for the last time, and sing while preparations to launch him into eternity are being concluded; that is, after the cap is drawn over his face, while the straps and ropes are being adjusted. He also requests that no relatives of his victims shall be admitted to witness his death.

**A Gale on Lake Ontario—A Schooner Wrecked—Accident to a Gunboat.**

BUFFALO, Nov. 5.—A terrible gale, with rain and sleet, has been prevailing here since early this morning, and it is feared that much damage has been done on the Lake.

The bark *Plymouth*, from Hamilton, Canada, loaded with wood and staves, was wrecked on the breakwater this afternoon. Her crew were saved on a raft.

FORTRESS MONROE, Nov. 5.—The United States steamer *Periwinkle*, one of the convoys of the monitor *Dictator*, blew a hole in her boiler yesterday.

**"Johnsonizing" the Tennessee Legislature—Washington Tactics.**

NASHVILLE, Nov. 5.—Ex-President JOHNSON gave a banquet to the members of the Legislature at the Maxwell House to-night. Governor SENTER, Senator FOWLER and the members, and other distinguished citizens were present. It was one of the most agreeable entertainments ever given in Nashville, and everything passed off pleasantly. Mr. JOHNSON and the Anti-Johnson men mingled harmoniously.

**Another Safe Robbery—$20,000 or $30,000 Stolen in Newburyport, Mass.**

BOSTON, Nov. 5.—The safe of the Dorchester Insurance Company at Neponset was broken open last night by burglars, and a large amount of money taken. The safe was opened by drilling through it and then blowing it open with gunpowder. As near as can be estimated, the loss will amount to $20,000 or $30,000.

The property stolen consists of $14,650 in United States bonds, $7,000 in bank stocks, and 2,500 in bank bills. The loss falls upon the depositors.

**Stores Burned in St. Louis—Tobacco Destroyed.**

ST. LOUIS, Nov. 5.—The grocery and liquor house of THOMAS D. LOW, and the commission house of THOMAS RHODUS & Co., on Second-street, between Vine and Washington-avenue, were burned to-night. RHODUS & Co. had about $13,000 worth of tobacco in their store, on which there was an insurance of $7,000 in the Mississippi Valley Company. The loss of Mr. LOW is not known.

**$20,000 Loss by Fire in Pulaski, Tenn.**

NASHVILLE, Tenn., Nov. 5.—The store of J. M. MCKENZIE, in Pulaski, was set on fire to-day by the explosion of a coal-oil lamp. The house, together with the stock, was entirely consumed. BRAMAN's store, adjoining, was also burned, but his goods were saved. Another store was also much damaged. The loss was about $20,000, and is mostly covered by insurance.

**Remains of Ex-Governor Wickliffe—The Tobacco Crop.**

LOUISVILLE, Nov. 5.—The remains of Ex-Governor WICKLIFFE were conveyed to their last resting place at Bardstown to-day. The Masonic fraternity, in great numbers, were in attendance.

It is estimated that one-fourth of the whole tobacco crop in Barren County, Ky., has been destroyed by the late frost.

**Reconstruction in Texas—Ordinances of the Convention Invalid.**

GALVESTON, Texas, Nov. 5.—The Provisional Governor has applied for authority to enforce the ordinances adopted by the Reconstruction Convention, but General REYNOLDS has decided that they are not valid, and says that the ratification of the Constitution will not in any manner or degree validate and make of force those ordinances.

**Attempt to Poison a Valuable Trotter—Arrests on Suspicion.**

BOSTON, Nov. 5.—THOMAS MCLAUGHLIN, FRANK MULVAY and JOHN FLANNAGAN have been arrested in Lawrence and put under $5,000 bail each, charged with attempting to poison the trotting horse *Frenchman*, owned by the Messrs. [illegible], and valued at $4,000.

**The McCoole-Allen Fight—Allen Held to Keep the Peace.**

CINCINNATI, Nov. 5.—The McCoole-Allen legal difficulty is so far settled that the fight will come off. ALLEN was held in $2,000 bail to keep the peace by a Magistrate in Delhi township.

**Miscellaneous Telegrams.**

FREMONT, Neb., Nov. 5.—This morning, at 10 o'clock, ground was broken on the Fremont and Elkhorn Valley Railroad. A large force of graders were on the ground, and immediately went to work. Ten miles of this road will be completed this year.

MEMPHIS, Nov. 5.—Messrs. DENT and ALCORN closed the canvass in Mississippi at Holly Springs yesterday. Judge DENT left for Washington on a brief visit.

LOUISVILLE, Nov. 5.—T. T. SHREVE, one of the wealthiest men in the State, died here today.

ST. LOUIS, Nov. 5.—A dispatch from Fort [illegible], Kansas, to General EATON, Chief of the Quartermaster's Department, says that the Government corral at that post was struck by lightning on Wednesday, and sixty mules were killed. The building was partially burned.

**Decision in an Important Salvage Case.**

*From the Mobile Register, Oct. 31.*

The greatest salvage case on record in our American Courts has at last been decided, and for the last two days our lawyers have been busy dividing the large amounts by them received among their numerous clients, most of whom, we are glad to say, belong to the sea-going class of sailors and [illegible].

[illegible] brought nearly $400,000. It is on this large amount that Judge BUSTEED has finally passed judgment, decreeing to the salvors about $225,000, exclusive of near $30,000 in costs. The case was long and ably argued by Messrs. HAMILTONS, for the claimants, and by Messrs. JONES, ST. PAUL, GRANDIN and WALKER for the libelants, and after protracted litigation, has finally been decided and the funds transferred to Mobile.

These funds are divided between nearly 150 salvors, and thus will greatly help, during the hard Winter season, a most worthy class of our own citizens, and we feel satisfied that it will also greatly aid our banks in the handling of the crop, as most of it will soon find its way into their coffers.

The insurers were mainly English, only 150 bales being covered in New-York.

## WASHINGTON.

**The Sub-Committee on the South Carolina Election Contest—Rate of Travel from San Francisco to the Atlantic Cities—Tennessee Constitution—Reciprocity with Canada.**

*Special Dispatch to the New-York Times.*

WASHINGTON, Nov. 5.—The Sub-Committee on Elections, charged with the investigation of the South Carolina cases, met to-day, and after a statement of the condition of the House contingent fund, resolved to postpone their trip to that State until after the meeting of Congress, when they will lay before the House their reasons for not complying with their request.

FROM SAN FRANCISCO TO THE ATLANTIC.

The Post Office Department is keeping a register of the time occupied in the transmission of mails between San Francisco and the leading Eastern cities. The schedule time was materially shortened on the 15th ult., and since that date the average time between Boston and San Francisco has been seven days, nineteen hours and twenty-five minutes, with frequent trips made as low as seven days and four hours. The average time between New-York and San Francisco has been seven days, two hours and twenty-three minutes, with frequent trips in six days, fifteen hours and twenty minutes. The average time between Washington and San Francisco has been seven days, six hours and nine minutes, with one trip as quick as six days and fifteen hours. It is the intention to still further reduce the schedule time so as to bring the time between New-York and San Francisco down a half day on the average.

THE TENNESSEE LEGISLATURE.

The Tennessee Legislature has now under consideration a bill the subject of which is to fix the qualifications of voters in the coming election upon the question of calling a Constitutional Convention. The Franchise laws, as enacted by the Constitutional Convention of 1865, and the first Legislature convened under the new Constitution, still exist. These were practically annulled in the last canvass by Governor SENTER, but they are still laws binding upon the State. A bill passed the Lower House of the Assembly some days ago, which entirely annulled and disregarded these chance laws, by providing that every male resident, twenty-one years of age, and not convicted of crime, should be entitled to vote on the question of calling a Constitutional Convention and electing members thereto. This bill was earnestly opposed by the Stokes Republicans as revolutionary in its character, and as in direct conflict with the Constitution of the State. It passed the House, however, by a strict party vote, and the action of the Senate is awaited with interest. The movement is encouraged by ANDREW JOHNSON, and likely to provoke much ill-feeling. The Governor controls the registers, and under his appointees every man in the State would have voted in any event. Under such circumstances there was no necessity for such extreme action on the part of the Legislature, and it can only be accounted for on the ground of a desire on the part of JOHNSON and the Democrats to disregard and ignore the laws of former Legislatures.

NEWSPAPER ENTERPRISE.

As a specimen of the enterprise of one of your contemporaries, it should be noted that it is now getting its Washington news from the TIMES, *via* Washington and Cincinnati. Thus, an internal revenue statement compiled from the TIMES, after its receipt here, telegraphed to Cincinnati and printed there, is reprinted by your contemporary as fresh news, while it had the same thing in your files in its own office.

THE CABINET.

The usual Cabinet meeting was convened at 12 o'clock, at which all the members were present.

CANADIAN RECIPROCITY.

Representative KELLEY, of Pennsylvania, had an audience of the President this evening in reference to Canadian reciprocity, and the proposal of the Dominion authorities to make with the United States a treaty somewhat similar to the one which was abrogated about two years ago. Mr. KELLEY has given this subject much study and consideration during the Summer, and made everything bearing on it a special study during a recent trip through the Northwest. He has arrived at the conclusion that the renewal of the treaty would be unwise and injurious to the United States. Two million and a half of dollars are, he says, paid to the Government as import duties on four articles alone. Mr. KELLEY will urge the President to refuse his sanction to any measure which may tend to disturb existing commercial relations between the two countries. The forthcoming report of the Commissioner of Pensions will show that the appropriation of last year, about $28,000,000, was barely sufficient to meet the claims which came before the Bureau. The pension list has not yet reached its maximum, and will probably continue to increase. At least $31,000,000 will be required next year.

PERSONAL.

Senator STEWART, of Nevada, will be here next week.

Among the visitors to the President to-day was Senator MORRILL, of Vermont.

*Dispatch to the Associated Press.*

CUSTOM RECEIPTS.

The following are the custom receipts from Oct. 23 to Oct. 30 inclusive: New-York, $2,182,896; Boston, $618,216; Philadelphia, $160,435; Baltimore, $104,883; New-Orleans, Oct. 11 to Oct. 16, $63,907; San Francisco, Oct. 18 to Oct. 23, $156,711. Total, $3,184,180.

PUBLIC LANDS ENTERED DURING THE YEAR.

During the last fiscal year about 7,000,000 acres of public lands were entered under the Homestead and other laws, yielding the Government between $4,000,000 and $5,000,000.

SOLICITOR BANFIELD'S VISIT TO NEW-YORK.

It is stated the recent visit of Solicitor BANFIELD to New-York was, among other things, for the purpose of assisting in preparations for the prosecution of the parties arrested on the charge of being concerned in the counterfeiting and uttering of United States internal revenue stamps and Government securities.

APPOINTMENTS.

R. PLATT CARPENTER has been appointed Assessor of Internal Revenue for the Twelfth District of New-York.

JOSEPH H. FREEMAN has been appointed Postmaster at Lexington, Va., *vice* ROBERT CAMPBELL, suspended.

REDUCTION OF OCEAN POSTAGE PROBABLE.

From late intelligence received through Mr. THORNTON, the British Minister, it appears Her Majesty's Government is prepared to reduce the single rate of postage for prepaid letters between the United States and the United Kingdom to threepence. It will be remembered, Postmaster-General CRESWELL submitted a proposition to the British Post Office Department on the 6th ult. to reduce the letter rate of postage from twelve to six cents, to take effect on and after the 1st of January, 1870, of which two cents would be sea postage, and two cents inland postage of each country. There is little doubt, therefore, of the early adoption of this measure of postal reform so earnestly desired by the Department [illegible].

## EUROPEAN NEWS BY MAIL.

ARRIVAL OF THE BREMEN STEAMSHIP WESER.

The steamship *Weser*, which left Bremen Oct. 23 and Southampton Oct. 26, reached this port yesterday with two days later news than was at hand by the *Cuba*.

## SPAIN.

**What Followed the Fall of Valencia—Taking of Bejar—Jubilation in the Cortes—Speech of Prim—The Wanted Monarch.**

*Madrid (Oct. 20) Correspondence London Times.*

The only other place which stood out when Valencia fell was Bejar, where the volunteers had proclaimed the Republic, and, in the absence of troops, had it all their own way for a time. No sooner, however, did they learn that a column was nearing them than they abandoned the place, and the troops were received with acclamation by the populace. One or two petty encounters with the scattered remains of the parties of PAUL and SALVOCHEA in Andalusia, and JOARIZTI and SUÑER in Catalonia, are recorded, with the usual result—defeat and dispersion. The whole of those four moving spirits of the insurrection have got off with whole skins, and are safe across the frontiers; the two former, with the fighting priest ROMERO, are in Gibraltar, and the two latter in France. The movement being thus considered at an end, the *Gaceta* publishes a circular from General PRIM, giving the Regent's thanks to the Army for their "distinguished services" in the short campaign, "in which they have saved the national unity, and with it the great and permanent interests of Spanish society;" also promising to reward more substantially those who have performed special services, or, as the circular expresses it, "those who have had the good fortune to contribute more directly to save the nation from the horrors of anarchy." The Volunteers of Liberty "who placed themselves on the side of the Government to preserve order, and especially those whose patriotic impulses led them to join the campaign," are included in these thanks. Yesterday the Cortes were called together to pass a solemn vote of thanks, but the volunteers were singularly omitted from the proposition laid before them. It merely embraced the army and navy. Why the navy it is difficult to say, except because of their not having made a second *pronunciamiento* and joined the Republic, for the small services they performed in carrying troops and stores to Valencia, &c., and assisting the authorities at one or two coast towns to disarm the volunteers, scarcely entitled them to the thanks they would have received, and certainly merited, if the movement had been one in the suppression of which their particular branch of the service could have come into play. The navy, however, were included, and the volunteers left out. The omission was not discovered till after the proposer, Señor MORET, had made a long speech in support of the motion. It was not until General PRIM, in the course of a speech he made expressing his thanks to Señor MORET for the handsome compliments he had bestowed on the army, brought in the services of some of the volunteers, and especially Señor RIVERO's favorite Madrid battalion, the "Canadores of Prim," who had gone to the theatre of operations, that the omission was noticed, and a proposal made by Señor CALDERON to include them. The original resolution was altered and read thus:

"The Cortes declare that the Army and Navy and the Volunteers of Liberty who have placed themselves by the side of the Government, have merited well of the country for the manner in which they have complied with their duties in the late insurrection."

In the course of his speech PRIM dwelt much on the important significance of the fact that "not one soldier or officer had joined the insurrection, but all had gone with enthusiastic ardor to join in its suppression." He was careful to use no expression which could be construed into denunciation of Republicanism itself. His silence on this point may or may not mean anything. There are rumors afloat that, having got rid, for a time at least, of the *Republica Federal*, he is not indisposed to throw himself into the arms of the *Republica Unitaria* if a speedy solution of the monarchical question is not brought about to his satisfaction. True it was that he avowed himself a Monarchist, but the gentle way in which he alluded to the Republicans was somewhat remarkable. He said the army had just ended two short campaigns—one against the Carlists, or absolutism; the other against the Republicans, or impatience.

"The second had written 'impatience' on their banner, the desire of imposing the least on the most and of subjecting the majority to the will of the minority—a thing not written in any laws, and consequently they (the Federal Republicans) were as much Absolutists as the Carlists." He said that by all his traditions and political history he was a Monarchist:

"Such I was, such I am to-day, and such I will continue to be, and I will do all I possibly can for the Cortes speedily to name a monarch. Some have believed, or pretended to believe, that I have ideas quite apart from what I have just said, of bringing, once for all, not the monarchy, for that is already settled by the vote of the Cortes, but the monarch for our country. But the Deputies must understand that the great necessity of to-day is the consolidation of order in the nation, and not only of material order but of moral order also. Oh that we could say we had a candidate acceptable to all! To this we are going. This is the desire of the Government, this is what the country wants—that the dynasty founded here may have the immense majority of the Cortes Constituyentes on its side, for they represent the genuineness of the Revolution of September. The day we see we can accomplish this, that day will we carry to a head this great work—the crowning of the edifice raised by the revolution of September. I ought not to enter into more details on this point. I will limit myself to repeating that the Government have the same desire as beats in the hearts of all the Spaniards. Very speedily after the reëstablishment of material and moral order, the Government will bring forward the question of the monarch. Without the Sovereign the work is imperfect. Let the Cortes remain tranquil. The President of the Council of Ministers will be the first to realise what he just has said, as soon as ever he can possibly do so."

With these promises of the "President of the Council of Ministers," not only the Cortes, but the country must wait. There are hints that if the Government do not soon move in the matter, a knot of members in the Cortes intend to do so themselves by proposing a name, merely to test the feeling of the House. The "latest suggestion" is ESPARTERO to be King for the remainder of his life, and to be succeeded by the Duke of GENOA, who is in the meantime to come to Spain, and put himself into training under the title of Prince of ASTURIAS!

## FENIANISM.

**The Latest Demonstration in London—Sympathy for the Fenian Convicts—Memorial to the Queen.**

*From the Pall Mall Gazette, Oct. 25.*

The threatened demonstration in favor of amnesty to the Fenian convicts came off in London yesterday, and, as it happened not to rain, many thousands of persons congregated in the streets and in Hyde Park to see what was to be seen and to hear what was to be heard. From 12 o'clock to 2, Trafalgar-square was in possession of the sort of people who always muster in such numbers on the occasion of a Sunday public meeting. The now rather stale entertainment of parody on the Church service, gone through by a man in canonicals, served to amuse some hundreds of persons assembled round about the lions till the "demonstrators" proper made their appearance. Most of these distinguished themselves by wearing green scarves, green neckties, or green rosettes, and a young woman who headed the "ladies" contingent was attired in green even to her gloves. After some time had been spent in marshalling the procession a start was made for Hyde Park. Banners were carried bearing various inscriptions; the favorite device was an Irish harp without the crown. Bands at intervals performed the "Marseillaise" and other revolutionary airs. The attempt to hold a public meeting in the Park was very much of a failure. The Reformers' Tree has been blown down, and the speakers had to stand as well as they could upon the prostrate trunk. Mr. J. J. MERRIMAN, who was President, made a long speech, in which he disclaimed any sympathy with Republicanism or Fenianism. Resolutions were passed in favor of releasing the prisoners, and a memorial to the Queen was agreed to. The speaking at the tree was tame enough, but oratory of a more exciting kind was going on at some of the subsidiary meetings which were got together by speakers who held forth on their own account. One of these, an Englishman, and described as well-dressed, is said to have dwelt upon the degradation and misery prevailing among the humbler classes. He saw much, he said, of the Irish poor in the east end of London; and by ——, if he were one of them, he would rather see the whole of the aristocracy swept off the face of the earth than that his countrymen should die of starvation. Warming with the applause with which this sentiment was greeted, the speaker went on to say [illegible] Irish and English questions [illegible] [illegible].

## COLONIAL ENGLAND.

**Relations Between the Mother Country and Her Colonies—Views of Earl Grey.**

The London *Times* of Oct. 26, publishes the following letter:

HOWICK, Bilton, Northumberland, Sept. 4, 1869.

SIR: I read with much pleasure the letter addressed by yourself, and Messrs. SEWELL and BLAINE to the editor of the *Times* on the 14th of August.

The breaking up of the great colonial empire of England would, in my opinion, be a calamity to the colonies, to this country, and to the world, and I cannot doubt that you are right in believing this to be the result which must be looked for from the policy distinctly declared by Her Majesty's Government. In order to avert the threatened misfortune, I do not see what more judicious step could have been taken than that which you have adopted in suggesting to the Governments of our most important colonies that they should send representatives to meet in London in February for the purpose of considering the present state of the relations between this country and its colonies, with the view of recommending to Her Majesty's Government measures for placing those relations on a better footing. But I would take the liberty of pointing out to you that in the letter you have addressed to the Colonial Governments you have omitted to advert to some of the considerations which seem to me especially to require their attention if they wish to preserve a real and living connection between the colonies and the British Empire. The fact ought not to be overlooked that the policy to which you justly object as tending directly to the severance of this connection has not been taken up only of late by the present Ministers of the Crown. It may, perhaps, have been more distinctly avowed by them than it had been previously; but for some years it had been practically acted upon by their predecessors, and is no doubt in accordance with what is now the prevailing opinion in Parliament. The adoption of this policy, which I consider to be one of selfishness, quite unworthy of a great nation, and the prevalence of the opinion which has given rise to it, must be regarded as the direct and natural consequence of the claim put forward of late years on behalf of the colonies to be free from all control or the exercise of any substantial authority over them by the Imperial Government. There is no one who has always been more opposed than myself to meddling and vexatious interference on the part of that Government in the purely local and internal affairs of colonies of which the inhabitants are capable of properly managing these affairs for themselves. But in the administration of all Colonial Governments questions are continually arising which affect the interests, not only of the particular colonies, but of the empire as a whole, and it would not be difficult to show that of late years the inhabitants of many of our colonies, urged on by those who profess to speak for them in this country, have set up a claim (which has been practically conceded) to be allowed to deal even with these questions according to their own will, without allowing the Imperial Government to exercise that authority without which a due regard to the general interests of the whole Empire and to adherence to the policy cannot be secured in the measures of the several local Governments. But if the Imperial Government is to exercise no authority over the colonies there is no reason why it should incur any responsibility or expense on their behalf, and the feeling against doing so, which has of late years been so strongly manifested in Parliament, has naturally arisen from the exaggerated claims for colonial freedom of action which have been asserted.

This, I am persuaded, is the true explanation of the present state of feeling in this country on this important subject. It therefore cannot be too distinctly understood by the colonies that the policy now adopted toward them by the Home Government and by Parliament, and of which they complain, is very little likely to be altered, unless they on their part are ready to recognize the propriety of the exercise of a larger measure of authority over them by the Imperial Government than they have of late been willing to submit to. I am bound to say that for my own part, much as I deplore what I regard as the virtual dissolution of our colonial empire by the adoption of the policy in question, I do not think it ought to be abandoned, except in the condition I have mentioned.

I will not trouble you with any statement of my own views as to the principles on which the limits should be determined, on the one hand, of the claims of the colonies on the Imperial Government for protection and assistance, and, on the other, of the authority they ought to acknowledge as belonging to it. I am convinced that these limits might be so laid down as to place the mutual relations of the different parts of the empire on a much better footing than at present, and that it would be far more for the true interest both of this country and of its dependencies, that this should be attempted than that the present policy of virtually severing the connection between them should be persevered in. On a future occasion I shall be prepared to give a full explanation of my reasons for holding this opinion; at present my only object is to suggest to you that it seems to me desirable that the attention of the Colonial Governments should be called to the considerations I have adverted to in this letter before they decide whether they will follow your advice by sending representatives to this country, and, if so, with what instructions these representatives are to be furnished.

I have, &c., GREY.

JAMES A. YOUL, Esq., Palace Hotel, Westminster.

## FOREIGN TRAGEDIES.

**Fearful Murder in Brussels—Two Ladies Murdered in their Own Dwelling.**

The correspondent of the London *Morning Herald* gives details of a fearful murder, still shrouded in the deepest mystery, and perpetrated in Brussels. An elderly widow, Mme. VANDERTOMB, occupied a house at No. 7 Rue de Brabant, close to the terminus of the Cologne Railway, together with her daughter, an old maid, about 40 years of age. The house belonged to them, and they were very well off, but rather miserly in their habits. They led a very quiet life, occasionally received a few friends and neighbors, and very seldom went out. On Friday last, the 15th inst., their door remained closed. A card was stuck up outside with the word "absent" written upon it. On the previous day a lady, who had rented their first floor, had moved out, and the two ladies, who kept no servant, were thus quite alone in the house. The neighbors were rather surprised at their having gone away without saying anything about it, but the notice affixed outside the door prevented any suspicion being entertained of any foul play. Six days passed, and the house still remained sealed to the door, and neither Mme. VANDERTOMB nor her daughter made their appearance. The neighbors got alarmed. An old friend of theirs bethought himself that they had relatives at Louvain, and, thinking it possible they might have gone there on a visit, took train to Louvain, but soon returned, having ascertained that the ladies had not been there. He then put himself in communication with the Police. An entrance was made into the house, and the murdered bodies of the mother and daughter were found in the dining room. The daughter's corpse showed signs of a fearful struggle; her hair had been torn off in several places; her face was all over scratches; her skull had been beaten in after an attempt at strangulation, which had left ineffaceable marks on her throat; the body was lying in a pool of blood. The mother had been killed by repeated blows about the head, inflicted by a hammer; her head rested on her knees as if in her terror she had wished to shut out some dreadful sight. The cloth was laid in the dining room for three persons, and the furniture was not broken nor disturbed. The drawers of a writing table were found open, and title-deeds, shares and other securities in them are untouched. In the bedroom of the mother the bed showed traces of having been slept in. On the last day they were seen alive, Oct. 14, they were bustling about the house, superintending the removal of their tenant's furniture. During the evening of the 14th, the neighbors fancy they recollect hearing some noise and men's voices, and supposed they were receiving company. No clue whatever has been discovered to the assassin, or rather assassins, as it is supposed there were two persons engaged in this bloody work.

**Fratricide Murder in Belgium—Three Brothers put to Death.**

The London *News* of Oct. 26 gives an account of four murders committed by one man at a village called [illegible], near [illegible]. [illegible] aged 46, but outwardly not more than 35, [illegible] called upon him on business. He was never again seen alive, and it was known that he had upon him the sum of 4,000f. About a month afterward his brother, NICHOLAS THIELEN, aged 40, visited the prisoner to make inquiries respecting his missing brother, but he never returned to his home in the forest. A month still later—namely, May, 1868—the youngest of the three brothers, GUSTAVE THIELEN, aged 27 years, went in search of his brothers, and shared the same fate. The mysterious disappearance of the three brothers naturally excited considerable suspicion, and DEBOUCK-LE-MONNIER was called before the authorities and interrogated, but gave such a plausible explanation that, in the absence of any proofs, he was discharged. A few days ago his wife became suddenly ill, and he refused her medical aid, but she induced a neighbor, who accidentally called in, to send the village doctor. She rallied a little, but afterward had another attack, under which she sank. Before her death she made some disclosures respecting her husband, and avowed the belief that he had poisoned her. The doctor confirmed her suspicions, and, acting on this information, the man was arrested. The previous suspicions then revived, and the dying wife's disclosures prompted an examination of the premises of the prisoner. An old pit that had been filled up in his garden was excavated, and there at different depths were found the remains of the three victims, of course considerably decomposed. In poisoning his wife the wretch appears to have had a double motive. A woman in the neighborhood has cohabited with him and is suspected. To bring this paramour into his home, and at the same time to rid himself of the only dangerous witness of his previous crimes, he resolved to compass her death. When arrested and charged with the murder of his wife, he, with great coolness, exclaimed, "Oh! is that all?" He was on Saturday confronted with the remains of his victims, but was very collected and disclaimed all knowledge of the matter. He has, however, since admitted his guilt, and inculpated an old man, who has been arrested, as an accomplice. He pleads for speedy execution. The stomach, &c., of his wife are in the hands of an eminent analyst in Brussels for examination. The remains of the three murdered brothers were on Sunday interred in the village cemetery, in the presence of thousands of spectators from the surrounding towns and villages.

## UNDERGROUND RAILWAYS.

**Meeting of the Directors of the Central Underground Railway—The Railways of London.**

The directors of the Central Underground Railway held a meeting yesterday, at which Mr. WILLIAM A. WHITBECK, one of the directors, who has lately returned from Europe, made the following interesting statement:

The aggregate length of underground railways in operation in London is about ten miles. One hundred and ten thousand passengers ride daily on these roads. Trains run every three minutes during the busy hours of the day. Notwithstanding the trains run in such quick succession, the signal system is so perfect that no accident from collision has yet occurred. A train is not allowed to leave a station till it is signaled "clear" to the next. The increasing number of trains, however, will soon require an adjustment of the signals, so that trains may start on signals "clear" to points between the stations, and thus the capacity of the roads may be nearly doubled. The stations are about half a mile apart. Passengers pay their fares on entering these, as we do at our ferry houses, and descend by broad and spacious stairways to the platforms. These are about 250 feet in length, of ample breadth, and on a level with the floors of the cars. The doors are on the sides of the cars, and to step on or off is not attended with the least exertion or difficulty. The cars, being well lighted with gas, are bright and cheerful. Every passenger has a seat. Laborers' trains are run during certain hours morning and evening. The fare on these is a penny for the whole length of the roads. The road bed is most perfect, and, not being exposed to the action of the elements or other disturbing causes, is always in the best condition. The rails are of steel, and very heavy. The brakes and running gear are more perfect than can be used on surface roads. The locomotives consume their own smoke and gas, and, being very powerful, are able to get in motion quickly and run at any speed required. It is wonderful with what rapidity the trains dash into the station, and how quickly stop and start again; coming to a stand, or attaining full speed in going a few feet; and all with the least noise from squeaking, rattling and grinding of brakes and wheels. This absence of noise is owing in a great measure to the fact that the rails and wheels are "deadened." There is no perceptible difference between the atmosphere of the tunnel and that above it; the ventilation is good, and considering that the tunnel is free from dust, smoke and cinders, to ride in it is less annoying and quite as healthy as traveling on surface railways. This question of ventilation has, however, recently received a practical solution, which will remove the doubts and fears of many persons on that subject, and at the same time silence the objections of those who have so persistently urged the adoption of various impracticable schemes of transportation at the expense of the tunnel plan. The single track branch road lately opened to St. John's Wood runs through a tunnel about half as large as that of the main line. It has been found in operating this smaller tunnel that the trains act like the piston and follower in the cylinder, that a great portion of the air in the tunnel is forced into it ahead of the cars as they move [illegible], and fresh air flowing in behind fills the vacuum or partial vacuum formed, and thus, by the simple movement of the trains, air may be forced out and in the tunnel to any extent required. This process, of course, goes on to some extent in running trains through the large tunnel suitable for two tracks, and it would take place in a still less degree in the "Arcade" subway; but in neither of these is this atmospheric action complete, and it may now be considered settled in the construction of underground railways, where two or more tracks are required, that each should run in a separate tunnel. Another very important fact seems also determined by this, viz., that the tunnel is the only subway that can be properly ventilated.

Separate construction requires less depth of excavation, and is not so expensive generally as the main tunnel plan. That is to say, a compartment tunnel, with arches resting on dividing walls, suitable for two or more tracks, will cost less than a single tunnel, wide enough to accommodate the same number of tracks. This principle of ventilation is not new. It has been advocated by promoters of underground railways in New-York for several years past. Its correctness is now proved by the operations in London. A tunnel way may now be operated with ventilation complete from the Battery to the Harlem River without open cuts, except side ones at the stations. Most of the city travel by rail in London is on the underground roads, and not by the elevated ways, as many suppose. The latter are, for the most part, communications within the city of the great lines coming from the country. They are massive structures of masonry running high above the surface, like the Harlem Railroad, where it runs along Fourth-avenue, say at One Hundred and Tenth-street, and they are elevated because, in London, it is not allowed to run locomotives on a level with the streets. The experiment was tried a few years ago of building an elevated road on a framework, or supports of iron. It was a failure, however, and had to be abandoned. No more elevated railways will probably be built in London. At best they are inadequate to the public wants, and their construction involves so much injury and damages to property adjacent, that owners will no longer submit to it, especially since the practicability of the underground road is established. The latter causes no injury to adjoining property, and, in reality, utilizes what was before unused, viz., the ground and space beneath the surface of streets. In short, public opinion in London has settled down to the conclusion that an elevated road is a nuisance, and that an underground railway is the grandest public improvement in that city. Difficulties of construction were, of course, encountered in the London tunnel; sewers had to be changed, gas and water pipes protected, deep cuts were made, and side banks kept in position; but all the obstacles and mishaps that inevitably occur in carrying on a work of this kind in the heart of a great city, were from time to time met and successfully overcome. For instance, the tunnel from Westminster Bridge to Blackfriars' Bridge, a distance of about one mile, is located in the embankment of the Thames about midway between the old building line and the new embankment line, below the water level, and where, until recently, boats lay and the tide ebbed and flowed. The work of construction is now actually going on and being successfully completed on this portion of the line. This, and another smaller section, remain to be done to complete the "inner circle," when (it is estimated) the daily rate of transportation will go up at once to 250,000. A large and rapidly increasing business of the underground railway has enabled the Company to pay the interest on a large bonded indebtedness, and dividends of five and six per cent. upon its stock, which is now selling above par. But few railroads in Great Britain can show better results than these. This income will be largely increased by the sale or rental of lands or buildings over the tunnel, where the right of way was purchased, and which, until recently, produced no revenue. Again, the road is projected in a circle, about one-quarter of which—the most important section—remains to be completed, and until this is done, at least one-third of the line, already finished and in operation, does not pay and is in reality an incumbrance [illegible].

[illegible] since now, how much more may be expected of it when the entire road shall be completed, the passenger travel doubled, and all its property and resources made fully available!

## GENERAL W. W. BELKNAP.

**A Tribute to the New Secretary of War from One Who Knows Him Well.**

*From the Peoria (Ill.) Review [illegible].*

The surprise created by the appointment of the subject of this sketch to the position of Secretary of War has in a measure passed away, but it may be fitting for us, as among those who know him best, to pay tribute to his many excellent qualities. Previous to this year, and from the opening to the close of the rebellion, we were on terms of the most intimate friendship with General BELKNAP that could be begotten under the same tent, at the same mess table, around the same bivouac fire, and on the same bloody battle field, and we can truly and conscientiously say that we never knew a braver soldier, truer friend or nobler man.

General WILLIAM WORTH BELKNAP comes of a military family. His father, General WM. G. BELKNAP, was for many years a distinguished and useful officer in the regular army. He entered the service in 1813 as Second-Lieutenant of the Twenty-third Regiment of Infantry, and died in 1851 as Lieutenant-Colonel of the Fifth Infantry.

He served with marked gallantry through the Florida and Mexican wars and received frequent brevets. He was the intimate friend of SCOTT, TAYLOR and WORTH, from the latter of whom he named his first son, the present Secretary, who was born at Newburg, N. Y., on the 22d of September, 1829, and is consequently just turned of 40.

He graduated from the College of New-Jersey, at Princeton, in the class of 1848. He was a contemporary of HESTER CLYMER, of Pennsylvania, and GEORGE M. ROBESON, the present Secretary of the Navy, and was a classmate of Rev. W. C. CATTELL, President of Lafayette College, and of Colonel C. W. TOLLES, SHERIDAN's Quartermaster.

He studied law with H. CAPERTON, Esq., of Georgetown, D. C., and as the partner of D. C. LOWE, (afterward Governor of this State and Judge of the Supreme Court,) practiced his profession successfully in Keokuk, Iowa, where he located in 1851. He was elected to, and served one term—that of 1857-8—in the Iowa Legislature as a Democrat, during which time he made the acquaintance of JAMES F. WILSON, then a member of the same body. Being unwilling to give countenance to the Lecompton swindle, he separated from the Radical wing of his party and was known as a Douglas Democrat up to the outbreak of the rebellion.

He entered the army as Major of the Fifteenth Iowa Infantry, commanded by Colonel (afterward General) HUGH T. REID, served with his regiment in the army of the Tennessee, rising through the various grades, and participating in the battle of Shiloh, siege of Corinth, campaign and siege of Vicksburg, campaign and siege of Atlanta, and battles of Atlanta, July 22 and 28. After the capture of that place he marched with SHERMAN to the sea, and finally to Washington, taking a prominent part in all the actions of those brilliant campaigns. He was promoted to the rank of Brigadier-General for special gallantry in the memorable battle of July 22, near Atlanta, in which he personally fought from either side of the line of breastworks.

He was breveted Major-General on the 13th of March, and at the date of his muster-out on the 24th of August, 1865, was regarded by General SHERMAN and his companions as one of the most accomplished and promising officers of the army.

Shortly afterward he was appointed Collector of Internal Revenue for the First District of Iowa—receiving his commission at the special instance of Senator GRIMES and Hon. JAMES F. WILSON.

Though not an extreme partisan, he has been identified with the Republican Party since the battle of Shiloh, having voted for Mr. LINCOLN's reelection and given all the support in his power toward securing the election of GRANT. He has been twice married. His first wife was the daughter of General H. T. REID; the second, Miss TOMLINSON, of Keokuk.

The General is in the very prime of life, measures over six feet in height, weighs 200 pounds, has fair hair and blue eyes, and is a perfect type of Saxon American manhood. His mental endowments are no less generous than his physical. He is large-framed, clear-headed and sensible, judicious and well educated; a good lawyer and an honest man.

He brings to the discharge of his duties, in the high place to which he is called, military, intellectual and business qualifications, that will make his administration of the office honorable and successful. He has no friends to reward or enemies to punish, is free from all "rings," combinations and cliques, and will go into the office unembarrassed by political or personal pledges. The President may depend upon his fidelity, and the people upon his undeviating attention to the public interest.

**Affray in a Houston-street Den—Harry Hill Stabbed by a Courtesan.**

The notorious saloon of HARRY HILL, No. 18 West Houston-street, was last evening the scene of a disgraceful affray, during which the proprietor received two severe stab wounds. It appears that NELLIE SMITH and JENNIE COLLINS, two of the abandoned women who frequent the place, have on several late occasions created a disturbance in the saloon and in each case were ejected from the premises. Last evening they again appeared with a woman named FANNY KELLY, and upon the party being ordered to leave, FANNY made a lunge at HARRY with a penknife, striking him in the left side of the face, and immediately repeated the blow with such force that she left the knife sticking in his forehead near the right temple. HARRY then struck at her with his fist, and hitting her in the mouth, demolishing her teeth, sent her tumbling down the stairs, by which she received additional injuries. She jumped up, however, and, with her companions, escaped to the street, where, with NELLIE, she was arrested by Officer PLUNKETT, of the Fourteenth Precinct, and locked up in the Spring-street Station House to await arraignment before Justice HOGAN this morning. The wounds of HILL were pronounced severe, but not dangerous.

**Anniversary of the Gunpowder Plot.**

Yesterday was the anniversary of the day of the famous (or infamous) Gunpowder Plot, when, about 260 years ago, a lunatic, denominated GUY FAWKES, thought he would be doing God's service by blowing up the Houses of Parliament with all its loyal contents. In London this anniversary used to be celebrated by the carrying about of Guys or stuffed images of the olden FAWKES, amid the hootings and yells of men and boys, and these effigies were subsequently committed to the flames. An old ballad commencing

"Please to remember the 5th of November
Treason and Gunpowder Plot,"

was sung on these occasions. The observance of the day has fallen into disuse for many years past, however, and may be said to be now almost obsolete. The two Orange Lodges in this City, one meeting at No. 133 Bowery, and the other in Cottage-place, near Bleecker-street, held meetings yesterday in honor of the event.

**Receipts of Taxes.**

The following are the receipts for taxes on personal and real estate for the month of October:

| | | | |
|---|---|---|---|
| Oct. 7 | $170,861 32 | Oct. 20 | $365,730 08 |
| Oct. 8 | 157,737 90 | Oct. 21 | 305,108 16 |
| Oct. 9 | 112,860 57 | Oct. 22 | 376,237 09 |
| Oct. 11 | 127,616 15 | Oct. 23 | 414,136 32 |
| Oct. 12 | 236,549 90 | Oct. 25 | 422,176 05 |
| Oct. 13 | 75,607 78 | Oct. 26 | [illegible] |
| Oct. 14 | 72,186 49 | Oct. 27 | 440,875 12 |
| Oct. 15 | 107,739 80 | Oct. 28 | 514,034 45 |
| Oct. 16 | 48,390 02 | Oct. 29 | 723,308 45 |
| Oct. 18 | 440,862 77 | Oct. 30 | 587,406 07 |
| Oct. 19 | 683,143 45 | | |
| Total | | | $7,726,194 21 |

**German Hospital.**

The Ladies' Aid Society for the erection of the German Hospital, corner of Fourth-avenue and Seventy-seventh-street, held a meeting at the Steuben House yesterday afternoon, Mrs. FRANCISCA KLEIN presiding. In consideration of the hospital being finished now, and having been put in use lately, they resolved to take out a new charter and to form a society for providing poor sick persons in this City with medical treatment. Their former Society has been in existence for about nine years, during which time they made up collections by which they essentially assisted in the erection and fitting up of the German Hospital. From Sept. 13, when it was opened, to Oct. 31, eighty-four patients were received, three died, thirty-nine were dismissed, having been restored, and forty-two were under medical treatment Nov. 1.

**Dinner of the Alumni of Brown University.**

The annual dinner of the Alumni Association of Brown University will take place on Tuesday evening, Nov. 16, inst., at the Metropolitan Hotel. Hon. SAMUEL S. COX is the President of the Association, and the Vice-Presidents are Nathan Bishop, LL.D., William A. Crocker, Esq., Rev. James O. Murray, D.D., Hon. Charles [illegible], and George William Curtis, Esq. Tickets to the dinner may be procured by the graduates at the office of OSGOOD E. BASSETT, Esq., No. 21 Nassau-street.

## NEW PUBLICATIONS.

THE MYSTERY OF LIFE AND ITS ARTS. By JOHN RUSKIN. JOHN WILEY & SON.

While in Mr. RUSKIN'S later productions there is always something that pains, there is likewise always something that teaches, and the old fascination of style is often there despite of the mannerisms and the disposition to the fantastic, which remind us of the later work of that great painter, of whom Mr. RUSKIN has been the almost equally great interpreter. This last little volume is a lecture delivered before a society in Ireland. Its alternations of rebuke and melancholy, while characteristic enough, are suggestive of a lack of intellectual balance which for the many who admire and love Mr. RUSKIN, is distressing to see. He tells in it a story of disappointment, which has been the key note of the symphony of his mature life. It is given in these few words:

"I spent the ten strongest years of my life (from twenty to thirty) in endeavoring to show the excellence of the work of the man, (TURNER,) whom I believed, and rightly believed, to be the greatest painter of the schools of England since REYNOLDS. I had then perfect faith in the power of every great truth of beauty to prevail ultimately and take its right place in usefulness and honor; and I strove to bring the painter's work into this due place while the painter was yet alive. But he knew, better than I, the uselessness of talking about what people could not see for themselves. He always discouraged me scornfully, even when he thanked me—and he died before even the superficial effect of my work was visible. I went on, however, thinking I could at least be of use to the public, if not to him, in proving his power. My books got talked about a little. The prices of modern pictures generally rose, and I was beginning to take some pleasure in a sense of gradual victory, when, fortunately or unfortunately, an opportunity of perfect trial undeceived me at once and forever. The Trustees of the National Gallery commissioned me to arrange the Turner drawings there, and permitted me to prepare three hundred examples of his studies from nature for exhibition at Kensington. At Kensington they were, and are, placed for exhibition; but they are not exhibited, for the room in which they hang is always empty."

This is very sad, but still one cannot but wonder that, close student as Mr. RUSKIN has been of the relation between art and popular appreciation, of the extraordinary disproportion that exists between people who know things and people who have to be told things, this experience so old, and so often repeated, should have come upon him as a disheartening surprise. Distinction in art or in literature would be something other than it is, but not necessarily something better, if exact appreciation instantly followed achievement, and reward were symmetrically adjusted to desert. The subject is too large for brief handling, but the imperfect view so great a critic seems to take of it forces us to the belief that his splendid powers are, in a few respects, or on one or two of his many sides, either stunted or deteriorated. We have given a specimen of his melancholy; let us close—remembering he is addressing an Irish audience—with a specimen of his brusqueness:

"Remember, I do not mean to say that in past or present relations between Ireland and England you have been wrong and we right. Far from that; I believe that in all great questions of principle, and in all details of administration of law, you have been usually right and we wrong, sometimes in misunderstanding you, sometimes in resolute iniquity to you. Nevertheless, in all disputes between States, though the strongest is nearly always mainly in the wrong, the weaker is often so in a minor degree; and I think we sometimes admit the possibility of our being in error and you never do."

THE PROSE WORKS OF RALPH WALDO EMERSON. New and Revised Edition. FIELDS, OSGOOD & CO.

It is gratifying to see a new and handsome edition of the essays of a man who has done so much to give an individual or national character to American philosophy and literature. Mr. EMERSON is one of the few whose works men cease to criticise while their writer is still alive. We may add that he is one of the few whose fame, great as it is, men do not seem to envy or to seek to depreciate. The general instinctive perception that he is one who loves his fellow-beings, who does not dislike or scoff at, or wish to trample on them, must account for this, since nothing else adequately can. It were impossible to desire for a noble writer in the evening of his days a greater glory or a greater happiness. The contrast afforded by it with the position of other brilliant essayists of perhaps equal genius but less heart, points its own moral. Neither analysis nor encomium of Mr. EMERSON'S writings is at this time called for. It may be well, however, to say that in this edition there are marks of finish and amendment that show the careful hand of the master. The new generation of Americans should be careful to study and intimately know these essays. It is fit that they should be thoroughly conscious of the extent in which the thought and literature of their country has been indebted to them. Mr. EMERSON'S reputation is one that the praise or neglect of any particular generation is now unlikely to affect, but grateful appreciation is always wholesome, and our age needs all the moral aliment it can assimilate. We therefore hope that this new edition will be widely circulated; and that young or unfamiliar readers—and writers—will not fail to profit by it.

THE TWO BARONESSES. A Romance. By HANS CHRISTIAN ANDERSEN, author of the "Improvisatore," &c. New-York: Published by HURD & HOUGHTON. Cambridge: Riverside Press. 1869.

HANS ANDERSEN has told some very good simple tales; but he has never written, and we venture to prophecy, never will write anything like a good novel. The present production, without containing anything positively silly, is about as poor a novel as we remember to have seen for a considerable time. With material which, in the hands of a real novelist—SPIELHAGEN for instance—would have shaped itself into one of the most interesting and thoughtful of romances, ANDERSEN has succeeded in producing a mere childish story, without internal coherence, definite purpose or art-problem. It has no more significance as a work of art than the *History of Jack the Giant Killer*. The characters are puppets which the author moves, in the most arbitrary way, to suit his fancy. With the exception of the old Baroness and, perhaps, Mme. Krone, they do not seem to have any objective reality. Not one of them, not even the motherless Elizabeth, ever becomes real enough to excite any sympathy.

ANDERSEN'S novel is a complete failure, and the fact need not surprise any one. A simple man, with a *naïveté* that is almost puerile, ANDERSEN has never drunk deeply enough from the tide of modern life to be able to enter sympathetically into its tendencies. His mind is, if we may use the expression, idyllic. He loves the native, untutored innocence of the character that has never had to determine itself by mixing and battling with the world. Hence his tales, though pleasing and amusing, have nothing in them to demand the attention of serious and thoughtful persons.

It is a misfortune to be born or to live in a country which lies outside of the great current of modern progress; for countries that seclude themselves fare no better than men that seclude themselves. A man whose horizon is bounded by Denmark is not likely to produce much that will be interesting to the great world, more particularly, if he is a man inclined to stand apart from action and live in the narrow world of his own fancy. A childlike man may be a very pleasant acquaintance or companion, but the world's artists and poets are made of sterner stuff.

THE WRITINGS OF MME. SWETCHINE. Edited by COUNT DE FALLOUX. Boston: ROBERTS BROS. 1869.

It is impossible to speak of Mme. Swetchine without reverence for her as a woman, and respect for her as a writer. Devoted to the best interests of mankind as well as the cultivation of her own inner spiritual life, she was the friend of LACORDAIRE and RAVIGNAN, the sympathetic confidant and counsellor of DE TOCQUEVILLE. She was an independent thinker and a clear headed moralist, who occupied herself with the great problems of civil and religious liberty, and using all subjects with skill, and dealing upon them with accuracy. Her imagination was neither creative nor fruitful; but her writings on social and theological matters were lucid and intelligent; her piety was genuine and her temper formed in the mould of Christian benevolence. The present volume appears under the auspices of the COUNT DE FALLOUX, to whom we are already indebted for the *Life and Letters* of Mme. SWETCHINE. It contains fragments of her writings which were not intended for publication, but the knowledge they afford of a character no less distinguished for vigor than for saintly beauty, justifies the editor in rescuing them from oblivion. To the detached thoughts which were committed to writing by Mme. SWETCHINE during a long Winter, she gives the fanciful name of "Airelles," from the fact that they, like this little flower, ripened under the snow. Of these the following are brief examples:

"Moral difficulties—the perplexity attendant on conflicting interests and duties, between which we cannot choose and dare not decide—have often made me think that it is the will of Providence to impose mysteries upon the conscience as well as the mind. On the one hand, we have the faith that submits blindly; on the other, the heart humiliated because it cannot take refuge in the certainty of having done right.

The obscurities of faith always permit us to see a little way into the impenetrable. They are a curtain which is never withdrawn, but which we are always lifting."

The essay on "Old Age" contains some beautiful thoughts, expressed with piety and simplicity. No sighs are wasted upon the caprices of fortune or the neglect of merit. If there be a little of the self-complacency of age, there is none of its moroseness and sadness. The interesting treatise on "Resignation" will command attention. The theories of the writer are propounded with ingenuity, and interwoven with pure and elevated maxims concerning the conduct of life. The translation is excellent.

HISTORY OF ENGLAND, FROM THE FALL OF WOLSEY TO THE DEATH OF ELIZABETH. By JAMES ANTHONY FROUDE, M. A., &c. CHARLES SCRIBNER & CO. Vols. I. and II.

It is always a pleasure to commend the enterprise of publishers who, through a low-priced yet worthy edition, place the standard works of the day well within popular reach. Whatever may be thought of the merits of the historians of our own immediate time as compared with those of their predecessors, it is undeniable that they have advanced theories, and struck out conceptions not only of great value in themselves, but strongly expressive of the spirit of their age. With such exponents the masses of the people, especially in a country like this, ought to be familiar. The appearance of the copies of such authors as BUCKLE, and even LECKY in public libraries, puts the state of the popular appetite in this regard beyond conjecture, and Mr. FROUDE'S work, apart from its original merits, is enriched by many hitherto unpublished manuscripts, of which the Simancas Collection form but a small part, that greatly enhance its general interest. We think the present venture of Messrs. SCRIBNER & Co. an altogether safe one, but do not hold it for that reason to be less praiseworthy. The two volumes of Mr. FROUDE'S history now before us are a monthly installment, to be repeated until the whole work is published. Sold at less than half the price of the library edition, the present one is in print, paper and form substantially good, and deserving what such recommendations will doubtless insure it, an extensive circulation.

LETTERS OF PEREGRINE PICKLE. By GEO. P. UPTON. Chicago: The Western News Co.

This is a collection of essays written in the first person. The originality which guided Mr. UPTON in his choice of a title serves him unfailingly throughout. It is very difficult to understand the considerations that lead people to write such volumes, or, having written, to publish them. As a specimen of this freshest product of the genius of Chicago, there is no injustice in citing from page 18 the following:

"To write about Something is no extraordinary feat; to write about Nothing is a feat not so easily performed.

I propose to write about Nothing, as I have Nothing to write.

Any one can be Something in the world. It requires genius to be Nothing.

There are very few people who have succeeded in being Nothing. In order to be Nothing it is not necessary to know Nothing. In fact, it requires a great deal of knowledge to be Nothing. By assiduous effort for the past quarter of a century, more or less, I have thoroughly succeeded in being Nothing."

*Ex uno disce omnes.* A sufficiently careful examination of this author's work does not incline us to challenge in the smallest degree his final proposition.

JOHN PLOUGHMAN'S TALK, or Plain Advice for Plain People. By C. H. SPURGEON. New-York: SHELDON & CO.

This is sensible, and will be a useful book if it can reach the class of people for whom it was made. It contains brief and homely talks to servants and laborers, and mechanics; and is written in strong, plain English, with a plentiful supply of proverbs and common phrases. A refined taste will shrink from many of the words, and justly call the style coarse; but it was written for those whose everyday language it uses, and it carries the truth home in a pungent and lively style which will be sure to secure attention and fasten the point in the mind. Its author's reputation will recommend the book to thousands who have read his sermons, and those who have not read and do not care to read discourses upon religious topics, will be interested with plain talk like this, "to the idle:"

"Every man ought to have patience and pity for poverty; but for laziness, a long whip, or a turn at the treadmill might be better. This would be healthy physic for all sluggards; but there is no chance of some of them getting their full dose of this medicine, for they were born with silver spoons in their mouths, and, like spoons, they will scarce stir their own tea unless somebody lends them a hand. They are, as the old proverb says, 'as lazy as Ludham's dog, that leaned his head against the wall to bark;' and, like lazy sheep, it is too much trouble for them to carry their own wool."

Or this, to people who are unlucky:

"How aggravating it is when those who knocked you down kick you for not standing up! It is not very pleasant to hear that you have been a great fool; that there were fifty ways at least of keeping out of your difficulty, only you had not the sense to see them. You ought not to have lost the game; even Tomfool can see where you made a bad move. He ought to have locked the stable door; everybody can see that; but nobody offers to buy the loser a new nag. What a pity he went so far on the ice! True; but that won't save the poor fellow from drowning. When a man's coat is threadbare, it is an easy thing to pick a hole in it. Good advice is poor food to a hungry family. Lend me a bit of string to tie up the traces, and find fault with my old harness when I get home. Feel for me, and I shall be obliged to you; but mind you feel in your pocket, or else a fig for your feelings."

A PHYSICIAN'S PROBLEMS. By CHARLES ELAM, M.D., M.R.C.P. London and New-York: MACMILLAN & CO.

These essays are designed as a contribution to the "Natural History of those outlying regions of Thought and Action, whose domain is the 'debatable ground' of Brain, Nerve and Mind." They belong, therefore, to the class of articles with which our public has lately been made familiar through the pages of the *Journal of Psychological Medicine*. The book is divided under eight heads, which [illegible] "Natural Heritage," "On Degeneration in Man," "Moral and Criminal Epidemics," "Body v. Mind," "Illusions and Hallucinations," "Somnambulism," and "Reverie and Abstraction." While deserving credit as pleasant and well-considered reading, we do not find in these chapters much striking or original thought or many suggestions that have not already been made by MAUDESLEY, HAMMOND and others. Such subjects are, however, now receiving great attention, and the book, as an earnest offering from a competent hand, will no doubt, in spite of a few repetitions, and other trifling literary infelicities, be sought with interest by laymen as well as professional readers.

THE PILGRIM'S PROGRESS, from this world to that which is to come. By JOHN BUNYAN. In words of one syllable, for children. By Mrs. EDWARD ASHLEY WALKER. New-York: Published by GEORGE A. LEAVITT.

Few books delight children more than the story of the immortal dreamer, and in the course of an extended acquaintance with the little people, we never found one who was greatly bothered by the length of the words in *Pilgrim's Progress*.

It may be possible, however, that babes and sucklings need to have language made easy for their undeveloped mouths, and this book has done the task well. The feeblest mind can grasp these sentences, and the weakest tongue can utter all the words except the proper names. It is, however, with sincere pleasure that we see that "Christian" is not abbreviated into good man, and that "Beelzebub," and similar difficult names, which gave a character to the book, in our youthful eyes, are still retained. The illustrations are very pretty, and the type is large and clear.

STORIES FOR SUNDAYS, ILLUSTRATING THE CATECHISM. By the author of "Little Henry and his Bearer." Revised and edited by A. CLEVELAND COXE, Bishop of Western New-York. Philadelphia: J. B. LIPPINCOTT & CO.

Mrs. SHERWOOD'S book, called *Little Henry and his Bearer*, was a very welcome "Sunday book" for children years ago, when scenes in India were not so familiar as they have now become through literature and art. These "stories" were written in the same land, and have a strong flavor of English colonial life. They are well adapted for their purpose, and set forth the doctrines of the Episcopal catechism plainly and forcibly, by means of conversations between different persons. Bishop COXE has revised the edition formerly published by Bishop KEMP, restoring the attractive Indian words, and making some other alterations, as a tribute to a sainted mother from whom he first heard these Sunday stories.

AMERICAN COMMERCIAL LAW, RELATING TO EVERY KIND OF BUSINESS, WITH FULL INSTRUCTIONS, &c. By FRANKLIN CHAMBERLAIN, of the United States Bar.

The title of this book would indicate that it belongs to a class which it is not well to encourage—a class, that is to say, which profess to bind up much knowledge in little compass, and to enable every one to dispense with the professional aid which, in time of need, no books are wise enough to forestall. It is just, notwithstanding, to say that this volume does contain not a little useful knowledge. Some of the departments—that of Insurance, for example—are full and satisfactory; and although the gaps and omissions which are inseparable from its class are here and there noticeable, there will be no doubt, many occasions when this compendium will be found of service.

*Routledge's Every Boy's Annual.* With Illustrations. Almanacs, annuals and "Christmas numbers" are now published any time between midsummer and Autumn, and eventually we may expect to be buying Christmas presents all the year round. So far as we have yet seen, *Routledge's Annual* distances all competitors as a book for boys. It contains a little of everything in which they take an interest. There are some capital stories of travel and adventure, a series of excellent articles descriptive of various trades, with illustrations, an unlimited number of puzzles, charades, and other ingenious compositions, instructions how to build boats, how to use velocipedes, how to learn to row and ride—in short, it would be difficult to say what the volume does *not* contain which is likely to arouse the attention of boys. It is a very safe present to make, for the book is conscientiously compiled, many of the pictures are prettily colored, and no effort or expense has been spared to render it attractive, inside and out. It may be had of Mr. BRENTANO, No. 708 Broadway.

—Mr. PUTNAM'S edition of *Père Hyacinthe's Speeches and Discourses* will be ready immediately. The publication is sanctioned by the reverend author, and it is consequently looked for with the greater interest. It is translated by Rev. LEONARD W. BACON, of Brooklyn, and the Introductory Biography is from the pen of Rev. E. A. WASHBURNE, of New-York.

—We have received from Mr. AUGUST BRENTANO, who is always on the alert to have on sale the freshest and best of such publications, the *Illustrated London Almanack* and *Routledge's Annual*. There is matter to attract and to commend in both publications.

## COLLISIONS AT SEA.

### The New British Regulation—The Rule of the Road.

The Privy Council of England, by an order dated July 30, 1868, made a change in the rules previously adopted to prevent collisions at sea. The order in question, after reciting the adoption of the previous rules and the provision that they might be altered by order in Council, and their being adopted also by many other maritime nations, proceeds as follows:

"And, whereas, Articles 11 and 13 of the said regulations appended to the said recited Order of the 9th of January, 1863, are as follows; that is to say:

'ART. 11. If two sailing ships are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.'

'ART. 13. If two ships under steam are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.'

And, whereas, there has been doubt or misapprehension concerning the effect of the said two Articles.

And, whereas, the Admiralty and the Board of Trade have jointly recommended to Her Majesty to make the following additions to the said regulations for the purpose of explaining the said recited Articles, and of removing the said doubt and misapprehension.

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited act, and by and with the advice of Her Privy Council, is pleased to make the following additions to the said regulations by way of explanation of the said two recited Articles; that is to say—"

The said two articles, numbered 11 and 13 respectively, only apply to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision. They consequently do not apply to two ships which must, if both keep on their respective courses, pass clear of each other. The only cases in which the said two articles apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which by day each ship sees the masts of the other in a line or nearly in a line with her own; and by night, to cases in which each ship is in such a position as to see both the side lights of the other. The said two articles do not apply, by day, to cases in which the ship sees another ahead crossing her own course; or by night to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light is seen ahead [illegible] where both green and red lights are seen anywhere but ahead.

[illegible] Mr. GRAY, the Secretary of the Board of Trade of England, prepared the following [illegible] Rules for Avoiding Collisions at Sea:

1. Two steamships meeting—
   When both side-lights you see ahead,
   Port your helm and show your red.
2. Two steamships passing—
   Green to green, and red to red,
   Perfect safety; go ahead.
3. Two steamships crossing—

NOTE.—This is the position of greatest danger. There is nothing for it but good lookout, caution and judgment—

If to your starboard red appear,
It is your duty to keep clear;
To act as judgment says is proper—
To port or starboard; back or stop her.

But when upon your port is seen
A steamer's starboard light of green,
There's not so much for you to do,
For green to port keeps clear of you.

4. All ships must keep a good lookout, and steamships must stop and go astern, if necessary—

Both in safety and in doubt
Always keep a good lookout;
In danger, with no room to turn,
Ease her; stop her; go astern.

## SHIPBUILDING ABROAD

### Sixth Letter—British-Built Ocean Steamers—The History of the Different North American Lines—Success of Iron Screw Steamers—How the Packet Ships were Crushed Out—Golden Opportunities for Americans.

From Our Special Correspondent.

LIVERPOOL, Thursday, Oct. 7, 1869.

The merchants of Liverpool, having long ago distanced the merchants of New-York in the establishment and successful working of ocean steam lines, are now rapidly running ahead of London, which, with its outport of Southampton, once had the lead in ocean steam navigation. Of the many steam lines which connect Liverpool with the principal ports of North and South America, Asia and Africa, one line only, the Cunard line, owes its origin to the subsidy system, which in the early days of long ocean steam voyages, was looked upon as an indispensable condition of success. The established lines to North America, are the Cunard, Inman, National and Guion lines to New-York, and Allen's line to Quebec and Montreal.

THE CUNARD LINE.

The Cunard line was established in 1839-40, with a liberal subsidy from the British Government. Its founder, Mr., afterward Sir SAMUEL CUNARD, was a merchant at Halifax, and the object of the original Cunard contract was to provide improved postal facilities between Great Britain and her North American Colonies. The Canada mails were then forwarded *via* Halifax, and so far as the British Government was concerned, the line was strictly a British Colonial enterprise. Mr. CUNARD, knowing that the passenger traffic of the United States would be of far more value than the passenger trade of the colonies, and that the two might be combined by continuing the voyages of his steamers to a port in the United States, arranged with the Government for an extension of the mail service to the United States, undertaking to perform the whole service for the compensation which had been agreed upon for the colonial service alone. After securing his postal contract, Mr. CUNARD entered into a partnership with Messrs. GEORGE & JAMES BURNS, of Glasgow, and Messrs. D. & C. MCIVER, of Liverpool, who were at that time large owners and efficient managers of steam lines from Glasgow to Liverpool, and from Glasgow to the North of Ireland. Four steamers of 1,200 tons and 440 horse power were built on the Clyde, under the experienced supervision of the Messrs. BURNS, and in the Summer of 1840 the Cunard line dispatched its first steamer from Liverpool to Halifax and Boston, and commenced a career which, up to this time, is without a parallel in the history of ocean navigation. In the twenty-nine years of its existence not one life has been lost by shipwreck or disaster at sea. It is not necessary for me to detail the improvements which have been made from time to time in the fleet of the Cunard Company, their fine steamers being as well known in New-York as they are in Liverpool.

THE INMAN COMPANY.

The Inman Company ranks next to the Cunard in the New-York trade, and it is entitled to the credit of having started without a subsidy, and having successfully worked its way into a position which is second only—if, indeed, it is second—to the Cunard line, by sheer good management, and against the opposition of the Cunard and Collins subsidized lines. It has outlived the Collins line, and raised itself to an equality with the Cunard line in the speed and regularity of its service. The Inman steamers have long carried the United States mails, to the entire satisfaction of the Post Office Department at Washington, and the British Post Office has at last been forced to acknowledge that its claims for mail compensation are fully equal to those of the Cunard Company. The Inman Company now receives £35,000 per annum for a weekly mail service to New-York, exclusive of its arrangement with the United States Post Office for the conveyance of mails from New-York to Queenstown and Liverpool. For the last-named service it receives a part of the ocean postage on the mail matter carried by its steamers.

OTHER LINES.

The next New-York line in point of seniority is the National Steamship Company; and the fourth is the Liverpool and Great Western Steam Company, conducted by Messrs. GUION & Co. here, and by Messrs. WILLIAMS & GUION in New-York. The last two companies make their profits upon freights and steerage passengers, and at the same time offer more spacious and comfortable cabins to their saloon passengers than the very fast ships can afford to give. Their steamers are much more profitable freighting vessels than the mail steamers of the Cunard and Inman Companies, and the introduction of such steamers as the *France*, *Idaho*, &c., &c., in the New-York and Liverpool trade marks an era in the history of Transatlantic steaming.

IRON SCREW STEAMERS.

When the Cunard and Collins lines were projected, it was believed that the traffic which would be carried on by steam across the Atlantic, would be limited to first-class passengers paying high fares, and to a very limited quantity of costly cargo, upon which a very high rate of freight could be paid. As this traffic would necessarily be limited in quantity, by the inability of the steamers of those days to carry more than a few hundred tons of cargo, the traffic receipts could not be expected to cover the heavy cost of working the expensive paddle steamers of the period. Government bounty, in the shape of a mail subsidy, was therefore an indispensable preliminary condition to the starting of a new Transatlantic steam line. The application of iron and the screw to the construction and propulsion of ocean steamers, was followed by a great reduction in the cost of working ocean steam lines, especially on routes where moderate speed would serve the trade requirements. Iron screw steamers were built for the American trade and started out to try their fortunes without a subsidy. The first that went from Liverpool to New-York was the *Sarah Sands*, under the command of that skillful and popular shipmaster and genial and true gentleman, Captain WILLIAM C. THOMPSON, of New-York. The *Sarah Sands* was doing very well in the New-York and Liverpool trade when the rush for California broke out, and she was withdrawn and sent to the Pacific. The establishment of the Glasgow and New-York screw line, and of the Richardson Brothers' (now the Inman) line, from Liverpool to Philadelphia, followed upon the experiment with the *Sarah Sands*. It was soon found that the screw ships could make money carrying a traffic which the mail paddle ships—the aristocrats of the ocean at that day—rejected. Cabin passengers were taken at reduced fares, and steerage passengers and cargo were carried at a profit at rates which the owners of the mail ships could not look at. Emigrants and the better description of merchandise were drawn away from the American packet ships and transferred to the screw steamers. Before the screws commenced the only loss to the packet ships had been in cabin passengers. The lines [illegible] [illegible] [illegible] [illegible] the steerage and the [illegible] [illegible] [illegible] at a [illegible] and the steerage and the [illegible] and [illegible] carrying [illegible] and to make [illegible] or sterling per ton on the small quantity they could carry; and since the war the several attempts to carry emigrants in old paddle steamers have all resulted in failure, while at the same time British-built steamers, adapted to the business, have been earning fifty per cent. per annum on their cost. The emigrant business is now dependent upon British shipbuilders and British shipowners, and will remain so dependent until the United States Congress repeals or modifies the Registry law. When that is done, American enterprise will enter the field, and the good management which made the old packet ships so creditable to the flag and so profitable to their owners, will have its effect in bringing into favor the steam lines which American shipowners will work and which American travelers will patronize. The cry that the dignity of the country will suffer if its citizens are permitted to build or purchase steamers abroad is sheer folly. The maritime dignity and power of the United States will rise with every accession of first-class ocean steamships to its mercantile marine. If all the steamers now plying between the United States and Europe could be transferred to citizens of the United States tomorrow, and henceforth sail under the flag of the United States, and under the command of citizens of the United States, the country would be a great gainer both in profit and prestige.

[illegible] competition, and the great [illegible] which [illegible] [illegible], was to deprive the [illegible] of [illegible] [illegible] and drive them from the [illegible] [illegible].

THE COMPETITION WITH THE INMAN LINE.

The success of the Inman Company naturally started up competition, and the promoters of the new lines determined to go a step in advance of INMAN, and build steamers that would carry twice as much cargo as his ships, on a lower scale of working expenses. In other words, they resolved to do with the Inman line as INMAN had done with the Cunard and Collins lines, and build steamers that could earn a profit in carrying cargoes at rates of freight lower than the rates at which the Inman steamers would pay. The National Company started under unfavorable conditions. It paid an exorbitant price for its steamers, and suffered various disasters and difficulties at the outset. It is now under excellent management, and is one of the most profitable and successful steam companies in the kingdom. The Liverpool and Great Western Company has been a great commercial success from the start. Its managers here and in New-York have such a long and thorough experience of the New-York and Liverpool trade, that it would be strange indeed if their line did not succeed. The introduction of the large freighting steamers of the National and Liverpool and Great Western was the third advance in Transatlantic steam navigation, and gave the *coup de grace* to the sailing ships. Even the rough and heavy freight is now taken from them, and between this port and New-York there is no description of cargo which cannot be carried by steam at rates which are more advantageous to the shipper than the rates which sailing ships are forced to charge if they expect to live. The new steamer *Italy*, building near Glasgow for the National Company, will cost, as I am informed, about £85,000 sterling. Completed for sea, she certainly will not cost £90,000 when she sails from Liverpool for New-York. I mentioned the *Italy* in my letter from Glasgow, and estimated her capacity at 7,000 tons of assorted cargo. On comparing the *Italy's* dimensions and model with those of the largest steamers of the same Company, I am satisfied that my estimate is a very moderate one, and that she will stow more than 7,000 tons. The cost of a voyage of the *Italy* to New-York and back need not exceed £6,000 sterling. Carrying 1,500 emigrants at £5 per head, with 4,000 tons of cargo at ten shillings sterling per ton, she can make £6,500 sterling out to New-York; and with 7,000 tons, at ten shillings sterling per ton, she can make £3,500 home, earning upon the round voyage, without counting cabin passage money, £10,000, or £4,000 over her disbursements. She can make eight voyages per year, and lay by four weeks for overhaul and repairs; and £32,000 per annum will give a dividend of twenty per cent. on £80,000, and leave £14,000 for repair and depreciation fund. No other class of ships can carry freights as cheap and earn money. I have put the rates of both freight and passage far below the current rates, to show that steamships of the *Italy*, *France* and *Idaho* class are able to carry cargoes at the lowest sailing ship rates, and earn over twenty per cent. per annum. Giving her a full freight of passengers and cargoes both ways, at the current rates, say 1,500 emigrants at £6 per head—£9,000; cargo, 4,000 tons, at 25 shillings per ton—£5,000; cabin passage money, £800; total out £14,800; freight home, 7,000 tons, at £1 per ton, £7,000; cabin and steerage passage money home, £1,000; total receipts for the round voyage, £22,800; excess over expenses, £16,800 per voyage; and on eight voyages, or one year's work, £134,400 per annum. At this rate of profit the *Italy* can pay for herself in six months. The freight and passenger rates are not excessive, and are, in fact, very much below the rates at which steamers of the old style can afford to carry goods and steerage passengers. All that a steamer like the *Italy* needs, to accomplish the startling and almost fabulous results quoted above, are full cargoes both ways at the now current rates. Reducing the average profit throughout the year down to £4,000 per voyage, which can be earned with average receipts of £12,000 only, the eight voyages will sum up a profit of £32,000, over fifty per cent. on the cost of the steamer.

EARNINGS OF THE LINES.

The steamers of 4,000 to 5,000 tons' cargo capacity are actually earning fifty per cent. per annum on their cost, and have done so for some time. One or two have been more fortunate than the others, and have done better even than this—one ship that cost about £70,000 sterling having paid for herself in eighteen months. The disbursements of this class of steamers have been reduced to less than £5,000 sterling for the round voyage, and it is not an unusual occurrence for them to stock £12,000 sterling on a voyage. They only require to average £9,000 per voyage to leave £4,000 for profit, and on the fifty-two voyages which six steamers can make in the twelve months, the earnings reach £208,000, or about fifty per cent. upon the cost of the six vessels. There is probably no transportation business in the United States, which pays as well as this upon a large scale, and in abandoning it to the merchants of Liverpool, our shipowners are heavy losers in money as well as in prestige. The men who successfully managed the packet lines between New-York and Liverpool and London were eminently well qualified for the management of an emigrant and cargo steam line, and it is reasonable to suppose that they would not have suffered the business to pass entirely from their control if they had been in a position to buy the right description of steamers with which to carry it on. The owners of the existing British lines are constantly adding new vessels to their fleets and increasing the number of departures.

WHAT AMERICANS CAN DO.

Both the National and the Guion line will soon have a semi-weekly departure from each side, ample evidence that, in their opinion there is room for more steamers in the trade. If the practical and experienced packet ship managers of your City would start one or more weekly lines of steamers of the *Italy* class, I have no doubt the enterprise would be an entire success. It is true that they would have to contend against the strong and successful British lines, but to a practical packet ship manager there should be no difficulty or mystery about the business. And they would have the advantage of starting with steamers of the most approved and economical construction, and of being free from all dead weight in the shape of unprofitable vessels, which can neither be worked with profit or sold without a heavy loss. Three millions of dollars in currency would pay for six steamers of the same class as the *France*, and $3,000,000 would provide a fleet of six *Italys*. The first step toward starting such an enterprise is a modification of the Registry laws; and this can no doubt be obtained if the shipowners of New-York, Philadelphia and Baltimore determine to make a vigorous effort to have the law modified. Every new steam line that is started, and every improvement in steam machinery which cheapens the cost of working large ocean steamers, is a benefit to the producers of our Western and Southern States. They want cheap transportation to the markets of Europe, especially to those of Great Britain; they also want low rates of passage for laborers desiring to emigrate to the United States. They are dependent upon British steamship companies to carry the produce of their States abroad, and to carry emigrants back. It is a very profitable business, and one which is eminently useful to the United States. Is it not unreasonable to practically prohibit American citizens from engaging in it? But for the improvements which have been made in British shipyards and British machine shops, emigration to the United States would still be dependent upon sailing ships, and would be very far below its present extensive volume. In the opinion of competent judges emigration from Great Britain has been more than doubled by the application of steam to emigrant transportation; yet the builders of the United States have not turned out a single steamer that could live in the trade, in the present rush on which British shipowners have become rich. The American steamers *Arago* and *Fulton* were commercial failures as far as the Liverpool trade is concerned. After [illegible] for [illegible] voyages [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] not pay even with their subsidy, and [illegible] at so [illegible]

J. S. O.

## JAMES FISK, JR.

### The Motion to Vacate the Attachment Against his Opera House Dismissed.

In the case of Orlando W. Joslyn and John Y. Bostwick *vs.* William Heath, James H. Ellis, Charles E. Quincey, Jay Gould and James Fisk, Jr., it being understood that the defendants did not intend to further press the motion to vacate the attachment against the defendant, FISK, on the ground that he was not a non-resident as alleged in plaintiffs' affidavits, Messrs. JOSEPH H. FLANDERS and JAMES BETTS METCALF appeared in the Court of Common Pleas yesterday and applied for an order dismissing the motion of defendant. The following is the order made by Judge DALY in the case:

"The defendant, JAMES FISK, Jr., having on the 14th day of October, 1869, obtained an order, based upon the affidavit of the said JAMES FISK, Jr., alleging that he was not, at the time of the issuing of the attachment hereinafter mentioned, a non-resident of this State, but that he then resided in the City of New-York, and upon such other papers as he might serve on or before the 15th day of October, 1869, and upon the affidavits upon which the warrant of attachment herein was based, and upon the said warrant of attachment, which said order required the plaintiffs to show cause at a Special Term of this Court, on the 18th day of October, 1869, why the attachment issued in this action against the property of the said JAMES FISK, Jr., should not be vacated and set aside with costs, and the said JAMES FISK, Jr., having on the 15th day of October, 1869, served copies of the affidavits of P. GOODRICH and JOHN F. COLE, in support of his said allegations, and in support of said order to show cause and his motion thereon, and the said motion having been, by consent, adjourned and set down for a hearing, before such Special Term, on the 22d day of October, 1869, and the said motion having come on to be heard on the said last mentioned day, when, on the part of the said JAMES FISK, Jr., the said affidavits of JAMES FISK, Jr., P. GOODRICH and JOHN F. COLE were read in support of said motion, and, on the part of the said plaintiffs, the affidavits of James Betts Metcalf, Samuel Levon, Watson B. Farr, Warren Chapin, Jr., William M. Hoes, Thomas J. Bancroft, Samuel F. McCleary, Reuben B. Jones, Francis M. Smith, David H. Darling, Charles M. Horton, and George M. Mair, the certificate of the Register of Deeds of the City of Boston, a duly certified copy of the United States internal revenue return of the said JAMES FISK, Jr., for the year 1868, and the depositions of GEORGE H. BUTLER and HENRY J. NEWSON, taken before EUGENE F. DALY, Esq., referee, together with the certificate and oath of said referee, were read in opposition thereto; and the said JAMES FISK, Jr., by Mr. DUDLEY FIELD, his counsel, having then and there applied for leave to put in further affidavits in support of said motion, and the Court having ordered that such further affidavits might be put in by the said JAMES FISK, Jr., provided copies thereof should be served upon the attorney for the plaintiffs on or before the 29th day of October, 1869, and that the plaintiffs might put in further affidavits in rebuttal thereof, and the final hearing of said motion having been thereupon adjourned to this 5th day of November, 1869, and the same now coming on to be heard, and the said JAMES FISK, Jr., having failed to put in further affidavits in support of said motion, now, on reading and filing each and all of the affidavits, certificates, papers and orders hereinbefore mentioned, and on motion of Mr. JOSEPH H. FLANDERS, attorney for the plaintiffs herein, it is ordered that the said motion of the said defendant, JAMES FISK, Jr., be and the same is hereby denied, with $10 costs to the plaintiffs."

### Projected Buildings.

The following is a list of plans for new buildings submitted to the Superintendent of Public Buildings since our last report:

Plan No. 1,132—One five-story brick tenement house, 25 by 54, on Ninety-second-street, north side, 75 feet west of Third-avenue; owner, F. J. GEIS.

Plan No. 1,133—Two five-story brick tenements, 25 by 55, on Fifty-ninth-street, south side, 100 feet east of Third-avenue; owner, THOS. BURROWS.

Plan No. 1,134—New Chambers and Bowery, Nos. 25 to 26 inclusive, one one-story corrugated iron building; owner, AMELIA ADAMSON.

Plan No. 1,135—Fifty-first-street, north side, 375 feet east of Eleventh-avenue, two five-story brick tenement houses; owner, W. M. BURNIE.

Plan No. 1,136—Forty-eighth-street, north side, 425 feet west of Fifth-avenue, one four-story brown-stone first-class dwelling; owner, W. H. PRESTON.

Plan No. 1,137—Fifty-ninth-street, north side, 289 feet west of Avenue A, two three-story brick tenements; owner, M. CRONIN.

Plan No. 1,138—Eighty-fourth-street, north side, 100 feet east of Third-avenue, three four-story brick second-class dwellings; owner, N. HAAS.

Plan No. 1,139—Seventy-fourth-street and Avenue A, northeast corner, rear, one three-story brick store and dwelling; owner, EDWARD MAHON.

Plan No. 1,140—Water-street, No. 434, one one-story brick storehouse for iron; owner, J. R. SCHERMERHORN.

Plan No. 1,141—Fifty-first-street, north side, between Eighth-avenue and Broadway, one two-story brick marble works; owner, S. KLABER.

Plan No. 1,142—Forty-fifth-street, north side, 230 feet east of Fifth-avenue, two four-story brown-stone high-stoop dwellings; WARREN WARD, owner.

Plan No. 1,143—Forty-fourth-street, north side, 225 feet west of Fifth-avenue, one three-story brick stable and dwelling; W. WARD, owner.

Plan No. 1,144—Fifty-first-street, north side, 100 feet east of Third-avenue, one three-story brick livery stable; WHITE & HEWLITT, owners.

Plan No. 1,145—Fortieth-street and Madison-avenue, northwest corner, two three-story brown-stone private dwellings; D. H. HAIGHT, owner.

Plan No. 1,146—Ninth-avenue, east side, 25 feet north of Thirty-eighth-street, one five-story brick store and tenement; JOHN MCGRATH, owner.

Plan No. 1,147—Fifty-second-street, south side, 75 feet east of Ninth-avenue, one four-story brick store and tenement; owner, GEO. RATHGEBER.

Plan No. 1,148—South and Oliver streets, northeast corner, two five-story brick stores and dwellings; owner not given.

Plan No. 1,149—West Fiftieth-street, No. 206, rear, one three-story brick workshop; owner, MARTEN KARL.

Plan No. 1,150—Washington-place, No. 7; one four-story iron-front store; owner, MARIA L. MORGAN.

Plan No. 1,151—Forty-sixth-street, south side, 100 feet west of Eighth-avenue; four three-story Ohio-stone-front first-class dwellings; owner, T. MCCARTY.

Plan No. 1,152—Lexington-avenue, west side, 25.5 feet south of Fifty-seventh-street, one story and basement brick stable; PHILIP KETTERER, owner.

Plan No. 1,153—Forty-third-street, north side, 100 feet west of Second-avenue, one three-story brick building for drying lumber; JACKSON & STEINEMETZ, owners.

Plan No. 1,154—Seventh-street, north side, 74 feet east of Third-avenue, two five-story brown-stone front store and tenement; J. DAVIDSON, owner.

Plan No. 1,155—Fifth-avenue and Thirty-sixth-street, northeast corner, one three-story brick first-class dwelling, with stable in rear; PETER LORILLARD.

Plan No. 1,156—Third-avenue, west side, 50 feet north of Fifty-sixth-street, one five-story brown-stone store and dwelling; owner, MRS. AUGUSTE BRUGGMAN.

Plan No. 1,157—Third-avenue, west side, 25 feet north of Fifty-eighth-street, one five-story brown-stone store and dwelling; owner, GEO. HEIDTFELDER.

Plan No. 1,158—One Hundred and Thirty-second-street, south side, 250 feet west of Fifth-avenue, four three-story wood dwellings; owner, H. P. HUNT.

### Fires Last Month in New-York and Brooklyn—Reports of the Fire Marshals.

Yesterday, Fire-Marshal BRACKETT submitted his monthly report to the Commissioners of Police, from which it appears that in October, in this City, there were fifty fires of which [illegible] were caused by kerosene; [illegible] by carelessness of occupants and employes; two by children playing with matches; eight were of unknown origin; three were of incendiary origin; and the remainder originated from a variety of accidental causes.

It appears from the report of Assistant Fire Marshal PURDY that there were twenty-five fires in Brooklyn during the month of October. Of these three were caused by defective flues, four by careless use of lights, seven by supposed incendiarism, three were of unknown origin, one from carbolic acid, and the remainder originated from a variety of accidental causes. By the explosion of carbolic acid two men lost their lives, their bodies being horribly mangled. The supposed cause of this explosion was the want of a proper safety valve. It is said to be the intention of the parties interested to rebuild this dangerous apparatus upon the same spot; thereby endangering the lives of hundreds of persons residing and working in the neighborhood. A similar tank is now nearly ready for use in the same locality. Their use should not be permitted within the city limits.

### Yellow Fever at Quarantine—Arrival of Another Vessel.

The steamship *Euterpe*, which arrived in this harbor a few days ago from the West Indies, with several cases of yellow fever on board, is still detained at Quarantine, and will remain there for some time. Those on board having yellow fever were in the best possible way of recovery yesterday morning, and the Captain is so well that he has been able to move about and take charge of his vessel. Last evening HENRY B. PHELPS, first mate, GEO. LYONS, first engineer, WM. RUSSELL, waiter, and B. FURCH, seaman, who are yet sick of fever, were removed to the West End (Quarantine) Hospital, where they can be better attended to and their recovery sooner expedited. This removal was effected by the direction of Dr. SWINBURNE, who considered it better that the men should be domiciled at Quarantine rather than on board their ship, although the vessel is as clean as she could possibly be. She has been already fumigated, and there is now no danger to the health of those on board.

Yesterday afternoon another vessel arrived at Quarantine with yellow fever on board—the man-of-war *Yantic*. She sailed from Norfolk, Va., thirteen months ago, on a cruising trip to the West Indies under the command of Captain ABBOT, and left Port-au-Prince on the 25th, and St. Nicolo Mole, Hayti, on the 27th inst., on her return trip to New-York. On the voyage from Port-au-Prince symptoms of yellow fever broke out among some of the crew, which developed more fully after having left St. Nicolo. The Captain was also attacked, and died on the evening of the 27th. The Captain's clerk, J. J. LYONS, and a seaman, named WM. MERHAN, also fell victims to the disease at the same time. Immediately after these deaths a strong northerly breeze sprang up which lasted twenty hours and was the means of completely disinfecting the ship. During the remainder of the voyage those of the crew who were attacked gradually got better, and on the arrival of the vessel at port yesterday, there was not one case of illness on board. On the death of the Captain, Lieutenant-Commander TALLMAN took charge, and it was mainly through his exertions that an incipient mutiny among the men was crushed out. The officers who have arrived in the *Yantic* are Lieutenant-Commander H. C. Tallman, (commanding,) Lieutenants E. White and F. M. Barber, Commander W. Graham, Paymaster J. R. Carmody, Chief Engineer Geo. D. Emmons, Surgeon John D. Smith, Ensign F. H. Delano, and Assistant Engineer Jeff. Brown.

### American Bible Society.

The stated meeting of the Board of Managers was held at the Bible House, Astor-place, on Thursday, the 4th inst., at 3:30 P. M.; JAMES LENOX, Esq., President, in the chair, assisted by WILLIAM WHITLOCK, Jr., NORMAN WHITE, FRED. S. WINSTON, JAMES SUYDAM and A. ROBERTSON WALSH, Esqs., Vice-Presidents.

The decease of Hon. HEMAN LINCOLN, Vice-President, and Dr. JAMES L. PHELPS, Manager, was announced.

Rev. CYRUS D. FOSS read the Thirty-ninth Psalm and offered prayer. Twelve new auxiliaries were recognized, of which five were in Arkansas, three in Georgia, and in Minnesota, Kansas, North Carolina and Alabama, one each. Communications were received from Mr. ANDREW M. MILNE, Montevideo, stating the progress of the work on his field; from Mr. W. D. Rector, Acapulco, with an account of the distribution of books confided to him; from Rev. Dr. JACOBY, with encouraging statements as to the Bible work in Germany; several from Rev. I. G. BLISS, Constantinople, in regard to the work in Oroomiah and other portions of Persia, and showing the demands for the Scriptures in those regions, and from Rev. Dr. PERKINS on the same subject; from Rev. D. HOOD, Amanzimtote, stating the progress of printing the Scriptures in the Zulu language; also from Rev. NELSON REASONER, agent of Nevada and Eastern California, giving an interesting account of the canvass and supply of the entire route of the Central Pacific Railroad, and of his visit to Salt Lake City and arrangements for distributing the Scriptures in Utah. Grants of books were made to the Presbyterian Committee of Home Missions; to the Presbyterian Board of Publication; to the Southwestern Bible Society for supplying destitute regions in their field; and other grants, amounting in all to 3,121 volumes in various languages, including twelve volumes in raised letters for the blind. Besides these, others were granted to the value of $1,044 26. In funds, $2,500 were granted to the American and Foreign Christian Union for Bible work in Mexico. A memorial paper on the decease of the venerable Dr. COOK, one of the Vice-Presidents of this Society, was presented and adopted.

Mr. ANDREW J. TAYLOR was unanimously elected Assistant Treasurer of the Society, in place of Mr. HENRY FISHER, deceased.

### The Greenwich-Street Elevated Railway.

This enterprise, which has now been before the public for about three years, and in the prosecution of which nearly half a million of dollars is reported to have been expended, appears to be no nearer completion than it was a year ago. The report that the failure of LOCKWOOD & CO., the bankers of the Company, had entailed losses upon the enterprise, is not correct. The loan of $300,000 which LOCKWOOD & CO. negotiated for the Company in 1868 had all been expended before that house failed. Since then the Company has endeavored to raise $300,000 to complete the road to Thirtieth-street, and, in order to get the money, they proposed to the original subscribers to abate fifty per cent. on their original subscriptions and payments—all parties who contributed to the first $300,000 being allowed to receive fifty per cent of their subscriptions in additional stock. In this way $100,000 has been subscribed and partly paid in, which it is thought will be sufficient to complete the road to Canal-street. With this money the work is now being prosecuted, but in a very slow manner, the number of workmen actually employed being small. Subscribers to the road complain that the enterprise has been mismanaged, and that more than $100,000 has been squandered in useless experiments through the incompetency of the engineers. Even if the money were ready to complete the road the practicability of the plan is regarded by many as exceedingly problematical. The motive power for propelling the cars has not yet been fully demonstrated as a mechanical success, and many think it will prove abortive in practice. On the whole there does not appear to be much prospect that the public will get any relief at present in the way of speedy transit up town from the long talked of Greenwich-street Elevated Railway.

### A Family of Counterfeiters.

An examination was held before United States Commissioner SHIELDS yesterday, in the case of FREDERICK WHITTON, charged with passing counterfeit money. Assistant District-Attorney PURDY appeared for the Government. The accused is connected with an alleged family of counterfeiters, composed of himself, his uncle, named JOHN H. WHITTON, a son of the latter and one SAMUEL HOPPER, a cousin of the WHITTONS. JOHN H. WHITTON was recently tried on a charge of counterfeiting in the United States Court, but the jury failed to agree on a verdict in his case. His son was also tried and convicted in New-Jersey, but was subsequently discharged, after furnishing evidence which led to the detection of other counterfeiters. HOPPER, the last member of the worthy quartet, is now in Ludlow-street Jail awaiting an examination.

HENRY B. BENJAMIN testified, yesterday, that the prisoner's uncle gave him a counterfeit $50 bill in part payment for a pair of horses, which were purchased for the prisoner. The money was delivered in the presence of the prisoner. J. C. NETTLESHIP, a detective, testified that the prisoner told him that he purchased the counterfeit bill from a man named HOPPER for $10, and that he subsequently gave it to his uncle to pass. WILLIAM W. APPLEGATE also testified that the prisoner informed him that he gave the bill to his uncle, because he was afraid to pass it himself.

WHITTON was subsequently held to await the action of the Grand Jury.

### The Shay Homicide—A Charge Against Peter Perutz.

An inquest was held yesterday by Coroner SCHIRMER over the remains of CORNELIUS SHAY, who died from the effects of injuries sustained through violence, as previously reported, CHRISTOPHER MCGUIRE, a bartender at No. 500 Pearl-street, being accused of the assault, though subsequent developments proved his innocence. MICHAEL O'LEARY, of No. 51 Baxter-street, was examined briefly, and stated that on the evening of the 3d inst. he saw the deceased and PETER PERUTZ, an Italian, quarreling with some women on the corner of Park and Baxter streets, when he ordered PETER to go home and keep CORNELIUS back. PERUTZ then, [illegible] [illegible] back and kicked deceased in the [illegible] [illegible]. Deceased then fell [illegible] [illegible] [illegible]

[illegible] to fight PRENTIS, when they climbed the [illegible] yard and both fell. PRENTIS got up first [illegible] in the stomach, who was picked up by friends. Dr. CUSHMAN, who had made the post-mortem examination, stated that he found no marks of external violence, but discovered three pints of fluid blood in the abdominal and pelvic cavities. Death, in his opinion, had resulted from exhaustion consequent upon internal hemorrhage, caused by external violence. The jury rendered a verdict against PRENTIS, who was fully committed by the Coroner to await the action of the Grand Jury. Mr. MCGUIRE was released from all further restraint, there being no evidence against him. PRENTIS resides at No. [illegible], is 27 years of age, and a baker. The deceased was 45 years of age, and a native of Ireland.

**[illegible] Affray.**

HENRY WILLIAMS and JEROME JACKSON, both colored, quarreled in Grand-street at an early hour yesterday, about tobacco, and JACKSON was stabbed in the neck by WILLIAMS. The wound was a severe one, and after it had been dressed at the Eighth Precinct Station House the injured man was conveyed to his home by his friends. WILLIAMS was committed to await the result of the injuries.

While EDWARD LINDMAN, of No. 25 Cherry-street, was passing through Water-street, about 2 o'clock yesterday morning, he was suddenly assailed without any provocation having been offered by an unknown man, who struck at him savagely with a knife, inflicting severe wounds on the head and face. The assailant escaped and LINDMAN was conveyed to the Fourth Precinct Station House.

**Progress of the Work on the New Post-Office.**

Mr. MULLETT, Government Architect, on his recent brief visit to this City, expressed himself well satisfied with the progress of the work on the new Post Office. The Superintendent's report for October shows that during that month 33,248 cubic yards of dirt were removed, 1,283 cubic yards of concrete laid, and 6,866,900 pounds of wall built. There are now [illegible] men employed night and day. Yesterday the concrete foundation was completed the entire distance around. The stone for four of the cellar pillars has arrived from Maine, and three more ship loads are on their way here. These pillars come all ready to be set up.

Laborers are now hard at work carting away the dirt from the main part of the area for the basement.

**Navy Yard Intelligence.**

The Albany took her crew on board yesterday, numbering [illegible] men, and will leave for her post to-day under command of Captain WATCH.

A draft of sixty sailors arrived at the Navy Yard at noon yesterday, from Philadelphia.

The United States store ship Guard is rigging out, and will go out of commission in a day or two.

## LAW REPORTS.

### DECISIONS.

SUPERIOR COURT—SPECIAL TERM—NOV. 5.

*By Judge Fithian.*

Samuel Kidd et al. vs. William P. Shaw et al.; motion granted and commission issued.

Nathan Mestler vs. Manasseh Mestler; motion granted and cause referred.

George Hubert vs. Bernard McIntyre; judgment for defendant on the demurrer, as frivolous, with leave to defendant to answer within ten days, on payment of costs.

The Croton River Bank vs. James T. Foster et al.; motion granted.

James T. Foster et al. vs. James B. Kelly; motion granted.

Charles Warmnacher et al. vs. John Davis; motion vacated with $10 costs.

James McIntyre vs. Charles H. Trumbull; let a receiver be appointed in this case; let an undertaking be drawn, and I will name the receiver if the parties do not agree.

Roger F. Martin vs. John Martin et al.; motion denied without costs, with liberty to renew on further affidavits.

A. Sidney Baxter vs. Calvin C. Peake et al.; motion granted without costs.

John Friedrich vs. Catharine Friedrich; report of referee confirmed, and judgment of divorce granted.

Michael L. Purcell vs. Benjamin F. Almy; motion granted without costs.

SUPREME COURT—CHAMBERS—NOV. 5.

*By Judge Ingraham.*

MOTIONS GRANTED.

Spencer vs. Jardine, Hellman vs. Sichel, Bell vs. Curtis, Hunt vs. Scott, Halloran vs. Hall, Michel vs. Stetson, Jr., Asiel vs. Sicher; motions granted, with leave to plaintiffs to discontinue.

The Same vs. Sicher; same decision. The Same vs. The Same; same decision.

Hammett vs. Barnard; Starkweather, Jr., vs. McFarlan.

MOTIONS DENIED.

Lauber vs. Hemanentz; Horton vs. Frost.

UNITED STATES SUPREME COURT.

Hon. Stanley Matthews, of Ohio, and E. C. Camp, of Tennessee, were admitted to the bar.

Nos. 186 and 188.—*The United States vs. Speed et al., and Same vs. Floyd.*—Argument concluded.

No. 190.—*The United States vs. George W. Lane.*—Appeal from the Court of Claims.—Lane entered into two contracts with the Treasury Agent at Norfolk, N. C., one for the delivery of 1,050 bales of cotton, and one for 100 bales, which cotton was on the Chowan River, in North Carolina, and within the line held by the insurrectionary forces. The commander of the Military District gave him safe conduct for himself, his vessel and crew, to bring out the cotton, and the Norfolk agent appointed a sub-agent, who went out as a guest supercargo to take charge of the outward or cotton cargo, which consisted of [illegible] bales of cotton, delivered to the sub-agent on board the vessel by Lane. On the return voyage the vessel and cargo were seized by order of the naval commander on duty in the inland waters of North Carolina, detained several days, and then released, to be again seized before arriving at Norfolk, by order of Admiral Porter. After detention from the 9th of January until the beginning of March, 1865, they were turned over to the Treasury Agent at Newbern as captured or abandoned property. The matter being reported to the Secretary of the Treasury, the cotton was sent to New-York and the vessel to Washington. The latter was libeled in the Supreme Court of the District, where a decree passed in favor of Lane. Subsequently the cotton was restored to Lane, at New-York, by order of the Secretary of the Treasury. The Court of Claims held the capture and detention to have been unauthorized by the Government, and rendered judgment in favor of Lane for loss sustained by the fall in the price of cotton before the restoration to him, for $[illegible]. The Government appeals, claiming that the voyage upon which the capture was made was a violation of law, and the contracts illegal, and [illegible] found by the Court of Claims to have been made were illegal; and that the seizure by the naval officers was proper, and there is no legal cause of complaint. It is argued that, as the United States never contracted with the claimant that its naval vessels would not seize and detain his vessel and cotton, he has no cause of action which the Court of Claims has jurisdiction to enforce. The safe conduct alleged was not a contract of the United States. The Government does not contend that it will not exercise its general powers through its officers, legislative, judicial and executive, by means of a contract made by one of its agents, even though such agent had authority to make it. No implied contract arises from such a state of facts. But the agent whose authority is relied on in the case had no authority to bind the Government in the manner claimed. Every contract, to be valid, made by the United States, must be made by some agent clothed with special authority to make it. The claimant insists that the acts and contracts of the agent were the acts and contracts of the United States, and that the judgment for the claimant of the Prize Court of the District of Columbia, on the subject of the vessel bearing the cotton, is conclusive upon all the world, and estops the United States from calling in question the legality and regularity of the voyage. It was a judgment of a Court of competent and exclusive jurisdiction and cannot be questioned.

F. S. Dick, Assistant Attorney-General, for the United States; T. J. D. Fuller, for the claimant.

In the Supreme Court to-day the case of the schooner Luck vs. United States was argued on a motion to dismiss the appeal for want of jurisdiction.

No. 6 original. *The State of Texas vs. White, Chiles et al.*—This cause was also again before the Court on a motion to perfect the decree made by the State, it having been left open in respect to certain points involved. The principal question was as to the effect of the payment of thirty-four Texas indemnity bonds held by Hardenburgh, one of the defendants, before the service of process upon him in this case, such payment having been preceded by the deposit of a large amount of United States seven-thirty bonds in the hands of R. W. Taylor, as indemnity to Secretary McCulloch against any personal loss, damage or expense in which he might be involved by reason of the payment. The State seeks to have the decree so framed as to defeat Hardenburgh's claims.

Messrs. Brent and Merrick for the State and Messrs. Carlisle and Evarts for the defendants.

A motion is also submitted by Judge Hughes asking a rehearing of the case, it being alleged that the contract between the rebel authorities and the defendants, found to have been null and void by the Court, has since been recognized by the loyal States as now existing by the release of the securities of White & Chiles in their bond for its execution. The December Term of 1868, not being yet ended, it is insisted that the motion is in order.

The Chief Justice announced that the Court would hereafter meet at 12 M., instead of 11 o'clock.

UNITED STATES DISTRICT COURT—SOUTHERN DISTRICT.

*Before Judge Blatchford.*

MECHANICS' LIENS IN NEW-JERSEY—WHEN LIEN MUST EXIST TO BE RECOGNIZED IN BANKRUPTCY.

*In the matter of James R. Day, a bankrupt.*—This case came before the Court on testimony taken under an order of reference on a petition presented to the Court by the assignee in bankruptcy, asking for a determination as to the claims of certain alleged mortgagees and as to the validity of certain alleged liens claimed as mechanics' liens, under the laws of New-Jersey, on certain real estate, buildings, &c., situated on the Hackensack River, in New-Jersey and owned by the bankrupt. There being on the evidence no question as to the validity of the mortgage liens, as against the assignee, the only point to be determined by the Court was as to the alleged mechanics' liens. The petition in bankruptcy, which was a voluntary petition, was filed May 17, 1869. The earliest claim of mechanics' lien that was filed under the law of New-Jersey was filed May 25, 1869. The work was done and the materials furnished, in respect of which the liens are claimed, prior to May 17, 1869. It is contended on the part of the assignee that no lien had attached to the property in question at the time of the commencement of the proceedings in bankruptcy. The question was whether under the Lien law of New-Jersey the lien attached when the work was done, or not until the claim of lien was filed.

*Held by the Court*—That it is not the intention of the Mechanics' Lien law of New-Jersey (Nixon's Digest, p. 507, second edition) that the performance of the labor or the furnishing of the materials, shall of itself constitute a lien for the debt upon the building or the land. The meaning of the Act is that such debt only gives a right to the creditor to constitute the lien by filing the claim within the time, and in the manner specified. If he does not, as the ninth section declares, comply with the provisions of the act which are made requisite to constitute the lien, there is no lien; and the twelfth section expressly declares that the debt shall not be a lien, that is, shall not become at all a lien, unless the claim is filed in accordance with the sixth section, and within one year from the furnishing of the materials or the performing of the labor. Until the claim is filed the lien exists only in posse—after the claim is filed it becomes a lien in esse. This view of the statute is held by the Court of Chancery of New-Jersey. In the case of the Morris County Bank vs. Rockaway Manufacturing Company, (1 C. E. Green, 150, 151,) the Court (Chancellor Green) said "that a claim not filed according to the requirement of the statute constituted, under the provisions of the law, no incumbrance on the premises, and that the fact that a judgment at law had been entered upon the lien, when the lien claimed had not been filed pursuant to the statute, did not give the debt any priority in payment or advantage over liens upon which judgment had not been rendered." No decision of any Court in New-Jersey was cited on the argument, in conflict with these views. There was, therefore, no lien in this case, in respect to any of the alleged mechanics' liens, at the time the petition in bankruptcy was filed. The filing of such petition followed by an adjudication of bankruptcy, is made by section 38 of the Bankruptcy act the commencement of proceedings in bankruptcy. By section 14 the assignment to the assignee relates back to the commencement of the proceedings in bankruptcy. Nor can it be maintained that though these lien claims were filed after the commencement of the proceedings in bankruptcy, yet as they were filed within the time limited by the statute of New-Jersey, they became by such filing liens, which must be allowed by this Court. Any lien to be recognized by the Bankruptcy Court as a valid lien on property which passes from the bankrupt to the assignee by virtue of the proceedings in bankruptcy, must be a lien at the time of the commencement of those proceedings. (In re Bernstein, [illegible]. In re Smith, 1 Bankrupt Register, 169. Pennington vs. Sale, Id. 157. Jones vs. Leach, Id. 164. In re Ellis, Id. 154. In re Harshberger, 3 Id. 25.) The property in question passed under the jurisdiction of this Court on May 17, 1869, so as to cut off any lien subsequently sought to be imposed on it, and no proceeding thereafter under the State law, to impose on it a lien not then created or constituted, was valid. It results that the assignee must distribute the estate without reference to the alleged mechanics' liens, as liens.

J. H. Strahan for the assignee. A. Thompson for the mortgagees. J. F. Randolph and W. H. Peckham for the mechanics' lien creditors.

WAGES—CREDIT GIVEN TO CHARTERER AND NOT TO THE VESSEL.

*Fred'k C. Fish vs. The Steamer Transit, &c.*—This libel was filed to recover, against the steamer *Transit*, the sum of $166 13, as a balance due to the libelant for his services as Purser on the steamer during May, June and July, 1869, on voyages between the City of New-York and Hartford, Conn. The defence was that the libelant was hired by one Lyon, who had chartered the steamer from her owners, to act as clerk on board of her, and was not hired by the master of the steamer or her owners, or on her behalf, and that the nature and terms of the chartering of the steamer by Lyon were made known to the libelant when he was hired.

*Held by the Court*—That the evidence shows that the libelant understood, when he was hired that he was to look to Lyon personally, and not to the vessel or her owners, for his compensation. Under these circumstances he has no lien on the vessel which he can enforce in this suit. The libel must be dismissed, with costs.

J. Van Winkle for the libelant; W. J. Haskett for the claimants.

SUPERIOR COURT—GENERAL TERM—NOV. 5.

*Before Chief Justice Barbour and Judges Monell and Freedman.*

THE MACHINERY OF THE DETROIT WATER WORKS.

*The Board of Water Commissioners for the City of Detroit, Appellants, vs. Henry A. Burr and Charles St. John, Respondents.*—This case, involving the recovery of $20,000 against the Water Commissioners of the City of Detroit, for money due on account of a contract for erecting machinery for the city water works, and which, at the time of trial in the Court below, was fully reported in the TIMES, was yesterday argued on appeal by John E. Burrill, on behalf of appellants, and John K. Porter on behalf of respondents. Decision reserved.

SUPERIOR COURT—TRIAL TERM—PART I.—NOV. 5.

*Before Judge Daly.*

ALLEGED FRAUD IN THE SALE OF A STORE.

*Moses Danenbaum vs. Levi Silberman.*—This is an action to recover on certain promissory notes drawn by one Rosenburg and indorsed by the defendant. The claim arose out of the following transaction: During the year 1867 the plaintiff was the owner of a store of dry and fancy goods in Redbank, N. J., which he proposed to sell to Rosenburg. He stated to Rosenburg that the value of the stock, at cost price, was nearly $6,000, but that he would sell at sixty cents on the dollar, and at this rate the sale was completed; $2,500 was paid down in cash and notes for $1,000 more made by Rosenburg and indorsed by the defendant, Silberman. The whole transaction was characterized by some degree of haste, the plaintiff alleging on the night of making the sale that he must leave for Saratoga the following day. Immediately, or very soon after the sale, the indorser was led to believe that there was not so much goods in the store as was represented at the time of sale, many fur boxes represented as full, being found empty, and others containing an inferior article.

Under these circumstances he asked to have the $2,000 returned out of $2,500 advanced by him on account of Rosenburg, consenting to allow the remaining $500 to plaintiff in consideration of his cancelling the bargain, and taking back his stock. The plaintiff claims that the goods reserved, were removed by Rosenburg, and the defendant Silberman or their agents.

When the testimony of plaintiff was in, Mr. Schaffer on behalf of the defendants, moved to dismiss the complaint on the ground that two separate causes of action were improperly joined—a cause in tort, and a cause on contract.

Judge DALY stated that the plaintiff would have to elect on which of the two causes of action he would proceed.

Mr. Hirsh, on behalf of the plaintiff, stated that he would rely on the contract, leaving it to the defendant to avoid the responsibility if he could, by showing fraud on the part of the plaintiff.

On this issue Mr. Schaffer opened the case of the defence to the jury.

The cause is still on, and will probably occupy several days.

Samuel Hirsh for plaintiff; Chauncey Schaffer for defendant.

COURT OF GENERAL SESSIONS.

*Before Judge Bedford.*

A motion was made in this Court yesterday, to have the bail in the case of Martin Allen, one of the notorious Allen Brothers, reduced from $10,000 to $5,000. He is under indictment on the charge of stealing $800 from a countryman in a house of ill-fame. A motion was also made for a new trial in the case of Wicker, Adams and Kiel, recently convicted of having robbed a Frenchman of several hundred dollars in gold on Broadway. No decision was made in either of the motions. There was no further business transacted, the Court subsequently adjourning until Monday morning. Assistant District-Attorney Hunt appeared for the people.

## FINANCIAL AFFAIRS.

**Sales at the Stock Exchange—Nov. 5, 1869.**

FIRST BOARD—10½ A. M.

[illegible]

SECOND BOARD—12 M. AND 2½ P. M.

[illegible]

SECOND BOARD—1 P. M.

[illegible]

NEW NATIONAL BOARD—NOON.

[illegible]

FRIDAY, Nov. 5—P. M.

An erroneous conclusion was drawn by the Street in regard to the Treasury sale of Gold to-day from the extra purchase of United States 5-20s at noon yesterday. The calculation was indulged that an extra $2,000,000 Gold bids might be accepted at noon to-day. There was no good reason why such a mistake should have been indulged, but it led, nevertheless, to numerous bids for Gold at low figures, in all $4,[illegible],000, while the award was confined to the usual million of dollars sold on Fridays. The award was in the single round sum of $1,000,000 at 126.76 ₱ cent. on the bid of Messrs. DURANT & EARL. The other $[illegible] bids ran from 124.90 to 126.50 ₱ cent., the average about 126¼ ₱ cent.

The subsequent open market for Gold acted somewhat singularly for half an hour or so, sales at 127, then at 126⅞@¾, and again up to 127 ₱ cent. The purchase of the $1,000,000 from the Treasury by a single house, and the large amount bid for at lower figures, created the impression that the market had touched bottom for the present, but this feeling was not strong enough to carry up the price above 127⅛ ₱ cent. to the close of regular 'Change hours. The Foreign Exchanges were steady on the basis of 108⅞@109⅛ for first-class Bankers' on London 60 days. There is a fair business doing, but the demand seems to be readily met at the going rates, owing to the ease with which the leading drawers are able to cover their accounts with cheaper Bills from the South, or with Merchant Bills drawn from New-York. The sight rate on London is 109⅝@¾; on Paris, 5f. 15c.@5f. 13¾c. to the dollar, and 60-days Paris, 5f. 17½c.@5f. 16¼c. to the dollar.

The Public Funds further improved ⅛@¼ ₱ cent. to-day on nearly all the Gold-bearing Bonds. The offerings on the Street are not so free since the extra purchase of $1,000,000 by the Treasury yesterday. Late in the day the 5-20s of 1867 were quoted 116 ₱ cent., and the other issues in proportion. The bearish feeling on the part of some of the prominent dealers has not been given over, but is less strongly indulged than through the early days of the week. The Southern State Bonds were weak on the North Carolina "Specials," which, from 43@44 a few days since, have gone back to 41@40 ₱ cent. In other descriptions there was not much business done. In the Railway market the bullish disposition in some of the Western lines and in Reading, noticed yesterday, gained strength in the Long Room, after the adjournment of the early Board, and the business was quite animated in Lake Shore, Northwest, St. Paul and Reading, rather higher prices being made on the sales than were sustained later in the day, except in the case of Reading, which kept up to near the close of business. In the New-York Vanderbilt Stocks the transactions were small. Hudson was lower than yesterday, and Central steady.

After the late Boards the following quotations were made as compared with Thursday night. After regular hours the sales of gold were advanced to 127¼@127⅜ ₱ cent.

CLOSING QUOTATIONS, NOV. 5.

| | Thursday. | Friday. |
|---|---|---|
| United States 10-40s | 107⅜ | 107⅝ |
| United States 5-20s of 1862 | 115¾ | 116⅛ |
| United States 5-20s of 1867 | 115⅞ | 116 |
| American Gold Coin | 126¾ | 127⅜ |
| Bills on London, 60 days | 108⅞ | 108⅞ |
| New Bonds of Tennessee | 51 | 51 |
| Old Tennessees | 50 | 51 |
| North Carolina Bonds, new | 38 | 38 |
| Old North Carolinas | 47 | 47 |
| New-York Central | 181⅞ | 181⅞ |
| Reading Railway | 96¾ | 97⅜ |
| Chicago and Rock Island | 104⅛ | 103⅞ |
| Northwest Common | 71½ | 70¾ |
| Northwest Preferred | 86⅝ | 85⅞ |
| Pacific Mail Company | 60 | 59⅞ |
| St. Paul Preferred | 82⅜ | 82⅜ |
| St. Paul Common | 69⅞ | 70⅜ |
| Hudson River | 159 | 157⅞ |
| Lake Shore | 90⅛ | 90⅝ |
| Erie | 26⅞ | 26⅝ |
| Ohio and Mississippi | 26⅜ | 27 |

The following bids were made for the various Public Funds of the United States:

| | | | |
|---|---|---|---|
| 6 ₱ cent. reg., 1881 | 112 | 5-20 coup., 1867 | 116 |
| 6 ₱ cent. coup. 1881 | [illegible] | 5-20 coup., 1868 | [illegible] |
| 5-20 coup., 1862 | [illegible] | 10-40 reg. | 107⅜ |
| 5-20 coup., 1864 | [illegible] | 10-40 coup. | [illegible] |
| 5-20 coup., 1865 | [illegible] | 6s Currency | 107⅜ |
| 5-20 coup., J. & J., 1865 | [illegible] | | |

And the following for the State Bonds:

| | | | |
|---|---|---|---|
| Ohio 6 ₱ c., '86 | 102 | La. 6s | [illegible] |
| Ill. coup. 6s, '79 | [illegible] | La. 6s, levee bds. | [illegible] |
| Michigan 6 ₱ c., '78 | [illegible] | Rhode Island 6s | [illegible] |
| Tenn. 6s, ex coup. | [illegible] | Alabama 5s | [illegible] |
| Tenn. 6s, new bds. | 51 | N. Y. reg. B'ty Loan | [illegible] |
| Virginia 6s, ex coup. | [illegible] | N. Y. coup. B'ty Loan | [illegible] |
| Virginia 6s, new bds. | [illegible] | N. Y. 7s, C. Loan, '70 | [illegible] |
| Georgia 7s, new bds. | [illegible] | N. Y. 6s, C. Loan, '72 | 100 |
| N. C. 6s | [illegible] | N. Y. 6s, C. Loan, '73 | 100 |
| N. C. 6s, new bds. | [illegible] | N. Y. 6s, C. Loan, '74 | 100 |
| N. C. special tax | [illegible] | N. Y. 6s, C. Loan, '75 | 100 |
| S. C. new bds. | [illegible] | N. Y. 6s, C. Loan, '77 | 100 |
| Missouri 6s | [illegible] | N. Y. 6s, C. Loan, '78 | [illegible] |
| Mo./H. & St. Jo. iss. | [illegible] | N. Y. 5s, C. Loan, '74 | [illegible] |

And the following for the Railway Mortgages:

[illegible]

And the following for the City Bank Stocks:

| | | | |
|---|---|---|---|
| New-York | [illegible] | Bank of the Republic | [illegible] |
| Manhattan | 140 | Hanover | [illegible] |
| Merchants' | [illegible] | Irving | [illegible] |
| Mechanics' | 141 | Market | [illegible] |
| America | [illegible] | Continental | [illegible] |
| City | 210 | St. Nicholas | 114 |
| North River | [illegible] | Commonwealth | [illegible] |
| Tradesmen's | [illegible] | Importers' & Trader's | [illegible] |
| National | 114 | Fourth National | [illegible] |
| Commerce | [illegible] | Ninth National | 114 |
| Broadway | [illegible] | Tenth National | [illegible] |
| American Exchange | 111 | Butch'rs & Drv's As'n | [illegible] |

UNITED STATES TREASURY, NEW-YORK, Nov. 5, 1869.

| | |
|---|---|
| General balance yesterday | $90,041,150 66 |
| Gold receipts | [illegible] |
| Gold payments | 1,394,380 80 |
| Gold balance | 81,450,846 02 |
| Currency receipts | [illegible] |
| Currency payments | 2,650,527 76 |
| Currency balance | [illegible] |
| General balance | 90,082,068 00 |
| Customs | 305,000 |

PHILADELPHIA STOCK BOARD—NOV. 5.

*Telegraphed to Messrs. Smith, Randolph & Co.*

| | Bid. | Asked. |
|---|---|---|
| City 6s, Old | | 98 |
| City 6s, New | 100⅜ | 101 |
| Camden and Amboy | 119 | 119½ |
| Pennsylvania Central | [illegible] | [illegible] |
| Reading | [illegible] | [illegible] |
| Lehigh Valley | [illegible] | [illegible] |
| Catawissa Preferred | [illegible] | |
| Philadelphia and Erie | 28 | 28¼ |
| Northern Central | | 47 |
| Lehigh Navigation | 33 | |
| Lehigh Gold Loan | 94½ | 94⅝ |

The week's imports of foreign dry goods have been to the specie value of $1,289,156; amount marketed, $1,419,609.

The earnings of the Union Pacific Railroad Company are as follows:

| | |
|---|---|
| Fourth week in October | $361,322 68 |
| Month of October: | |
| Passengers | $577,904 [illegible] |
| Freight | 277,31[illegible] |
| Mails | 20,300 00 |
| Total | $975,617 [illegible] |

The *Mark Lane Express*, of Oct. 25, says: "The week opened with fierce winds and heavy rains, and closed foggy and cold. The month hitherto, like every season of this remarkable year, has given us a renewed taste of Summer and unmistakable signs of approaching Winter. We can, therefore, no longer depend on the growth of vegetation, and we are reminded of the possibility of the closing of the Baltic and other places. It would, indeed, be welcome news to holders in the present plenty of foreign wheat. But even without this, the market, as we anticipated, has exhibited a strong confidence, and, with our general averages down to [illegible] ₱ quarter, a year's interest and money charges only about [illegible] ₱ quarter, nothing can be more hopeful for an operation, with the chance that half, that period may make an important change. The early reports, too, of an abundance and good crop of potatoes, which were doubtful from the beginning, have proved perfectly false. The fact that scarcely any are fit to keep is sufficiently plain to all who have tried them, and though their rapid destruction is not felt much at present, it must eventually tell upon the country. We are, therefore becoming more seriously deficient in farinaceous food; while the meat market, already high enough, threatens us with a further rise. All this occurring at a time when such multitudes are out of employ is no slight matter, and although we are neither alarmists ourselves, nor wish in any way to spread the feeling, a caution against all manner of waste seems not untimely. Prices have advanced fully 1s. per quarter, and in foreign countries there are many markets equally improved. France is about 1s.@2s. dearer; Belgium is slowly following her; Hamburg, Stettin and Rostock are 1s. per quarter dearer; and though Hungary, the Italian States, and Odessa continue in ease, the fact that France and England show improved prices will soon have their influence in these places. But the first improvement came from the very quarter where most was feared. Flour has gone up at New-York 1s. per barrel, and Wheat in proportion, and as the cold weather may bring an early Winter in the States, we may find ourselves suddenly left to what the Mediterranean can do, while the Black Sea and the Azof will be shut up till the Spring. These considerations following the present turn in the trade may induce our own growers, or the richest of them, to wait for better times. The arrivals off the coast since the 15th of October were twenty-nine cargoes, of which sixteen were wheat, nine maize, two barley, one rye and one beans."

From the twenty-first annual report of the Chamber of Commerce and Merchants' Exchange of Cincinnati for the commercial year ending Aug. 31, 1869, just issued, we extract the following comparison of the receipts and exports of leading articles at that point during the past year with those of 1868:

IMPORTS.

[illegible]

EXPORTS.

[illegible]

**BANKING AND FINANCIAL.**

☞ LOUISVILLE AND NASHVILLE RAILROAD FIRST MORTGAGE THIRTY-YEAR SEVEN PER CENT. BONDS.—The railroad connecting Louisville and Nashville, Ky., is, with its branches, 367 miles in length. The cost of the road and equipment has been $15,[illegible],000. Its bonded debt is but $2,384,000. Its stock pays eight per cent. dividends, and the Company has never failed to meet all liabilities at maturity.

The road has been in successful operation many years, and is doing a large and steadily increasing business. The Income account for the fiscal year ending 30th of June, 1869, stands: Gross Earnings, $2,381,138 55; Expenses, $1,349,461 79; Net Earnings, $1,031,676 76. The INCREASED EARNINGS of July, August and September, 1869, over those of the corresponding months of 1868, were $161,713 47.

To obtain funds for purchasing other lines which will add largely to the value of its entire property, and to retire the present indebtedness of $2,384,000 at maturity, the Company has executed a mortgage to James Punnett and Junius B. Alexander, of the City of New-York, as Trustees, upon its entire lines of road, with all its rolling stock, property, franchise and income, to secure the prompt payment of its bonds for eight million dollars. These bonds are for one thousand dollars each, payable thirty years from 1st of April, 1868, and bear seven per cent. interest. The coupons are payable April and October at the Bank of America, in New-York.

These bonds are a first mortgage upon the present road, which has cost over Fifteen Million Dollars, and whose net earnings are now double the entire interest obligation it would assume.

The mortgage will be for an unusually small proportion of the value or income of the property, and we therefore unqualifiedly recommend these bonds to investors as in all respects a first-class security.

It is the purpose of the Company to issue, at present, only a small portion of its bonds secured under this mortgage, which we are now authorized to sell, in lots to suit purchasers, at ninety and accrued interest.

J. B. ALEXANDER & CO.,
No. 19 Nassau-st., New-York.
JOHN J. CISCO & SON,
No. 59 Wall-st., New-York.

**HOWES & MACY, BANKERS,**

**30 Wall Street, N. Y.**

FOUR PER CENT. INTEREST ALLOWED ON DEPOSITS.

The business of this house is the same as an Incorporated Bank.

Persons keeping accounts may deposit and draw as they please, the same as with the City Banks, and will be allowed interest on their daily balances at 4 per cent.

Collections made on any part of the United States or Canada.

Orders for the purchase or sale at the various issues of Government and other Stocks, Bonds, and Gold, promptly executed for the usual commission.

☞ NOTICE TO BANKERS, GENTLEMEN AND THE STOCK EXCHANGE MERCHANTS AND OTHERS.—Gentlemen desirous of obtaining the latest London styles, at moderate prices, should inspect the newly imported stock of HENRY P. COOPER, the English tailor, in the British Consulate Building, Nos. 17 and 19 Broadway.

☞ FIRST MORTGAGE LAND GRANT BONDS of Lake Superior and Mississippi Railroad Company. 7 per cent. gold interest, free of United States taxes. We recommend these bonds as a safe and profitable investment [illegible]

JAY COOKE & CO.

☞ NEW-ORLEANS CITY BONDS. [illegible]

**BANKING AND FINANCIAL.**

☞ THE CENTRAL RAILROAD OF IOWA SEVEN PER CENT. GOLD BONDS are offered as one of the best securities in the market. The road does not run through a wilderness, but through a thickly-settled portion of a magnificent country, which gives it a large and profitable business. The bonds are now offered at the very low rate of ninety-five. They are secured by a deed of trust to the Farmers' Loan and Trust Company of New-York.

Nothing is safer than such a First Mortgage Bond. Pamphlets and full particulars furnished on application at the Company's office, No. 32 Pine-st., or at the Bank of North America, No. 44 Wall-st., or of Howes & Macy, No. 30 Wall-st.

W. B. SHATTUCK, Treasurer.

## COMMERCIAL AFFAIRS.

NEW-YORK, Friday, Nov. 5, 1869.

The receipts of the principal kinds of Produce since our last have been as follows:

| | | | |
|---|---|---|---|
| Ashes, pkgs | 51 | Hops, bales | [illegible] |
| Beeswax, pkg | 1 | Leather, sides | [illegible] |
| Cotton, bales | [illegible] | Naphtha, bbls | [illegible] |
| Copper, bbls | 208 | Petroleum, Ref., bbls | 3,411 |
| Copper, cakes | [illegible] | Pork, bbls | [illegible] |
| Dried Fruit, pkgs | 382 | Beef, pkgs | [illegible] |
| Eggs, bbls | [illegible] | Cutmeats, pkgs | [illegible] |
| Flour, bbls | 22,565 | Lard, pkgs | 271 |
| Wheat, bushels | [illegible] | Lard, kegs | 300 |
| Corn, bushels | 100,601 | Butter, pkgs | 4,070 |
| Barley, bushels | [illegible] | Cheese, pkgs | 4,945 |
| Malt, bushels | 1,022 | Tallow, pkgs | 4 |
| Oats, bushels | [illegible] | Starch, pkgs | [illegible] |
| Cornmeal, bbls | 234 | Tobacco, hhds | 9 |
| Cornmeal, bags | [illegible] | Tobacco, bxs & cases | [illegible] |
| B. W. Flour, pkgs | 135 | Whisky, bbls | 440 |
| Beans, bush | [illegible] | Wool, bales | [illegible] |
| Peas, bushels | [illegible] | Stearine, pkgs | [illegible] |
| Flaxseed, bushels | [illegible] | Peanuts, bags | [illegible] |
| Hides, No. | [illegible] | | |

The export clearances since our last, as reported at the Merchants' Exchange, Pine-street, have been as follows:

By the ship [illegible], for Liverpool—[illegible] bales Cotton, 35 hhds. Tobacco, 25,035 bushels Wheat, 207,600 lbs. Cheese, 2,034 bbls. Flour, [illegible] lbs. Bone, 65,000 lbs. Tallow, 2,400 Staves.

By the steamer Virginia, for Liverpool—[illegible] bushels Wheat, 2,151 bales Cotton, 420 bales Hops, 47 hhds. Tobacco, [illegible] lbs. Cheese, [illegible] lbs. Bacon, 70 bbls. Flour.

By the schooner W. L. [illegible], for Londonderry—[illegible] bbls. Resin, [illegible] bbls. Flour, 4,354 bushels Wheat.

By the steamer Celia, for London—[illegible] bales Furs, [illegible] bales Hops, 12 cases Agricultural Implements, [illegible] Fish Sounds, 7 cases Peaches, 67 cases Tobacco, 25 boxes Extract Dyewood, 4 cases Gum Scammony, [illegible] lbs. Manufactured Tobacco, 20 bbls. Wine, 10 cases Paper, 20 cases Hair Dye, 12 cases Toys, [illegible] bushels Wheat, 21 cases Condensed Milk, 25 cases Sewing Machines, 1 case Silver-plated Skates, 3 bbls. Beans, [illegible] bundles Palm Leaf, 245 pkgs. Tobacco Dust, 19 cases Organs, 3 casks Ultramarine.

By the ship Europa, for Bremen—[illegible] bbls. Refined Petroleum.

By the bark [illegible], for Bremen—[illegible] bbls. Refined Petroleum, 4,500 Staves.

By the ship Abigail, for Antwerp—[illegible] bbls. Refined Petroleum, ([illegible] gallons.)

ASHES—The demand has been limited, yet prices have been maintained. Pots, $7 37½@$7 62½; Pearls, [illegible] ₱ 100 lbs.

BEESWAX—The dealings have been unimportant; prices have favored buyers; Yellow, [illegible] ₱ lb.

BOOTS AND SHOES—A moderately active trade has been noted in this line within our former range. Men's Thick Kip Boots at [illegible]; Boys' [illegible]; Youths' [illegible]; Men's Calf Pegged [illegible]; Men's Calf Sewed [illegible]; Boys' Calf Pegged [illegible]; Men's Split Brogans [illegible]; Men's Split and Buff Balmorals [illegible]; Men's Calf and Buff Balmorals [illegible]; Calf Congress [illegible]; Women's Split and Kip Balmorals [illegible] [illegible]

BRICKS—There has been a less urgent inquiry for the several kinds at about previous figures, including Common Hard at [illegible]; Croton at [illegible], and Philadelphia Front at $40@$45 ₱ thousand.

CANDLES—Continue rather slow of sale, including Adamantine, light weight, [illegible]; Plain Sperm [illegible]; Patent Sperm [illegible] ₱ lb.

CEMENT—Is salable and steady at $2 for Rosendale, ₱ bbl.

COAL—Has been in fair request and quoted buoyant in price, including Liverpool Gas Cannel at [illegible]; Newcastle Gas at [illegible], and Liverpool House Cannel at [illegible] ₱ ton of 2,240 lbs. Anthracite at [illegible] ₱ ton of 2,000 lbs.

COFFEE—Has been quoted firm, but has been inactive. We quote: Java, [illegible]; Maracaibo [illegible]; Laguayra, [illegible]; Rio, [illegible], in bond; Native Ceylon, [illegible]; Jamaica, [illegible]; Singapore, [illegible]; Costa Rica, [illegible]; Manila, [illegible]; Mexican, [illegible]; Savanilla, [illegible], gold, ₱ lb.

COTTON—Has been heavy and lower on a moderate trade. Sales [illegible] bales, (of which 410 bales were to arrive,) including [illegible] bales to shippers, [illegible] to spinners, and 75 bales to speculators. Also, [illegible] bales for forward delivery, including [illegible] bales basis Low Middling, for November, at [illegible], and 300 bales do. for February, at [illegible] ₱ lb. Messrs. CORNWALL & ZEREGA are quoting as follows, in their circular for the current week, the

*Closing Prices of Cotton.*

| | Upland. | Mobile. | N. O. | Texas. |
|---|---|---|---|---|
| Ordinary | [illegible] | [illegible] | [illegible] | [illegible] |
| Good Ordinary | [illegible] | [illegible] | [illegible] | [illegible] |
| Low Middling | [illegible] | [illegible] | [illegible] | [illegible] |
| Middling | [illegible] | [illegible] | [illegible] | [illegible] |

*Movements of Cotton at this Port.*

| | Bales. |
|---|---|
| Receipts thus far this week | [illegible] |
| Receipts last week | [illegible] |
| Receipts the preceding week | [illegible] |
| Receipts since Sept. 1 | [illegible] |
| Receipts since Jan. 1 | [illegible] |
| Receipts year ending Sept. 1, 1869 | [illegible] |
| Receipts year ending Jan. 1, 1869 | [illegible] |
| Export clearances since our last | [illegible] |
| Exports since Sept. 1 | [illegible] |
| Exports since Jan. 1 | [illegible] |
| Exports year ending Sept. 1, 1869 | [illegible] |
| Exports year ending Jan. 1, 1869 | [illegible] |
| Stock here | 17,750 |

DRUGS, DYES AND DYEWOODS—There has not been much movement in this line; values have not varied essentially.

FEATHERS—Have been slow of sale at [illegible] for Live Geese, ₱ lb.

FISH—[illegible]

FOREIGN LIQUORS—Trade has been very tame, yet prices have been supported.

FLOUR AND MEAL—State and Western Flour has been in better supply and limited demand at lower and declining prices. Sales have been reported since our last of [illegible] bbls., in lots, including poor to choice Superfine State and Western at [illegible]; very inferior to good Extra State at [illegible]; good to choice Spring Wheat Extra State at [illegible], and poor to good shipping brands of round-hoop Ohio at [illegible] ₱ bbl. We quote:

| | |
|---|---|
| Superfine State and Western | [illegible] |
| Extra State | [illegible] |
| Extra Illinois, Indiana, &c. | [illegible] |
| Extra Ohio, round-hoop, shipping brands | [illegible] |
| Extra Ohio, trade and family brands | [illegible] |
| Extra Genesee | [illegible] |
| Poor to Fancy Extra Missouri | [illegible] |

Southern Flour has been offered rather more freely, and buyers have again had any existing advantage as to price, yet the dealings have been on a very limited scale. Sales have been reported since our last of 450 bbls., in lots, at from [illegible] for poor to fair Ordinary, and [illegible] for fair Ordinary to very choice Extra, ₱ bbl. California Flour continues quite nominal. Rye Flour is in fair supply and demand at [illegible] for inferior to very choice, ₱ bbl.; sales 475 bbls. Cornmeal continues quite dull and nominal at [illegible] for Western, [illegible] for Jersey, [illegible] for Southern, and [illegible] for Brandywine, ₱ bbl. Buckwheat Flour rules quiet and heavy at [illegible] ₱ 100 lbs.

GRAIN—Wheat has been much plentier, and quoted off in price, about 2c. a bushel, with a fairly active movement noted at the reduced figures, the market, however, closing heavily and in favor of buyers. Sales have been reported since our last of [illegible] bushels, including [illegible] [illegible]

List of boats which passed Fultonville during twenty-four hours prior to 1:30 A. M., Nov. 3, 1869:

[illegible]

[illegible]

HOPS—Have been in active request, at advancing rates, including New-York State New, at [illegible]; Eastern New, at [illegible]; Ohio, at [illegible]; Michigan, at [illegible], for common to fair; Wisconsin, at [illegible]; Yearlings, at [illegible]; Old Olds, at [illegible] ₱ lb. [illegible]

[illegible]

LEATHER—Sole has been in moderate demand at steady prices, including Hemlock, Buenos Ayres, Heavy, [illegible]; Hemlock, Buenos Ayres, Middle, [illegible]; Hemlock, Buenos Ayres, Light, [illegible]; Hemlock, California, Heavy, [illegible]; Hemlock, California, Middle, [illegible]; Hemlock, California, Light, [illegible]; Hemlock, Orinoco, &c., Heavy, [illegible] [illegible]

LIME—Rockland has been in demand and steady at [illegible] for Common, and $1 75 for Lump, ₱ bbl.

LUMBER—Has been moderately sought after at former quotations.

METALS—[illegible]

MOLASSES—The demand has been very moderate and prices have been tending downward. We quote [illegible]. And in detail thus:

| | Old Crop. | New Crop. |
|---|---|---|
| Cuba, Centrifugal and Mixed, ₱ gallon | [illegible] | [illegible] |
| Cuba, Clayed, ₱ gallon | [illegible] | [illegible] |
| Cuba, Muscovado, refining grades, ₱ gallon | —@— | [illegible] |
| Cuba, Muscovado, grocery grades, ₱ gallon | —@— | [illegible] |
| Porto Rico, ₱ gallon | —@— | [illegible] |
| English Islands, ₱ gallon | —@— | [illegible] |
| New-Orleans, ₱ gallon | —@— | 75c.@82½c. |

NAVAL STORES—[illegible]

OILS—Have been inactive at our quotations: [illegible]

PETROLEUM—The offerings of Oil have been on a very limited scale, and holders have been rather more confident in their views as to prices, but the dealings have been less extensive, the market closing with rather less buoyancy. [illegible]

PROVISIONS—Pork has been in less demand, and rather easier. [illegible]

RICE—Has been dull and declining. [illegible]

SALT—Has been in light request, including Turk's Island at [illegible] [illegible]

SALTPETRE—[illegible]

SEEDS—[illegible]

SKINS—[illegible]

SOAP—[illegible]

SPICES—[illegible]

SUGARS—[illegible]

TALLOW, &c.—[illegible]

TEAS—Have been quiet at previous figures, including Gunpowder and Imperial, at from [illegible]; Hyson at from [illegible]; Young Hyson, [illegible]; Uncolored Japan at from [illegible]; Oolong at [illegible]; Souchong and Congou at from [illegible].

TOBACCO—The demand has been limited for all kinds, but prices have not varied essentially. [illegible]

WHISKY—Has been pressed for sale, and quoted much lower and very irregular. Sales have been reported of 410 bbls., in lots, at from [illegible], closing with $1 11 bid; and [illegible] asked, ₱ gallon. The receipts were 440 bbls.

FREIGHTS—The market has been somewhat brisker, but rates have been irregular. For Liverpool there were taken [illegible] [illegible]

## NEW-YORK CATTLE MARKET.

NEW-YORK, Friday, Nov. 5, 1869.

The sales this morning at Weehawken were so short that the market must be quoted at its dullest. There were some Texans on hand that showed good for their class, but they also hung on hand. The [illegible] of the Live Stock markets of New-York is unusual even for the season of the year. Buyers and sellers stand looking at one another doing no business, and expecting cattle trains that are invariably behind time. The non-arrival in time of the cattle consigned to Weehawken this morning seriously affected the market held there. Prices quoted were as follows: No prime Bullocks on sale; second quality, 11c. ₱ lb.; third quality, 10c. ₱ lb.; highest prices quoted, 11c. ₱ lb.; lowest prices quoted, 10c. ₱ lb.; this day's average, 10¾c. ₱ lb.

SALES TO-DAY.

D. BANTER sold for self 75 State cattle, light, small lot, fair quality, from 10c.@11c. ₱ lb., weight 4½ cwt. J. CHURCH sold for E. PENELL 17 State Cattle, mixed, common grade, at 11c. ₱ lb., weight 5½ cwt. D. BANKS had 21 Indiana Cattle remained unsold, weight 5 cwt. O. F. C. EVANS had 125 Texans, good class, having run some time in Indiana unsold, weight 6 cwt. [illegible] had 15 Illinois common lot unsold, weight 6 cwt.

Gross arrivals at Weehawken yards on yesterday, [illegible] head of horned Cattle, no Calves, gross, ranging in price from [illegible] ₱ head.

FORTY-FOURTH-STREET SHEEP MARKET.

J. KIRBY sold 16 Sheep, weight 1,180 lbs., at [illegible] ₱ lb.; 77 Sheep, weight 5,700 lbs., at 4¾c. ₱ lb.; [illegible]

FORTIETH-STREET SHEEP MARKET.

A. VAN WERT sold for ASBURY & LEECH 204 Sheep, weight [illegible] lbs., at 4¼c. ₱ lb.; 182 Sheep, weight [illegible] lbs., at 4¼c. ₱ lb.

FORTIETH-STREET HOG MARKET.

REID & DORMAN sold yesterday for M. CLEGSTON 254 fair class Hogs, average weight ₱ head 180 lbs., at [illegible] ₱ lb. No sales to-day. Yesterday's market was dull, with large receipts. Michigan Hogs ranged from [illegible] ₱ lb.; Illinois Hogs ranged from [illegible] ₱ lb. Prospects of light receipts for next few days, with an upward tendency.


## WATCHES, JEWELRY, &C.

$10. $20.

$15. $25.

The celebrated IMITATION GOLD HUNTING WATCHES, "Collins Metal" (improved Oroide.) These justly celebrated Watches have been so thoroughly tested during the last four years, and their reputation for time and as imitations of Gold Watches is so well established as to require no recommendations. [illegible]

We have just commenced making a very fine American Watch, [illegible]

We charge only $25 for these magnificent watches. [illegible]

CALIFORNIA DIAMONDS SET IN GOLD.

We are now making Jewelry of the California Diamonds. These are real stones of great brilliancy and hardness, and cannot be distinguished from the genuine stones, even by good judges. [illegible] The following are the prices:

Ladies' and Gents' Finger Rings, single stone, one carat weight [illegible]
Gents' Pins, single stone, according to the size of the stone [illegible]
Ladies' Cluster Pins [illegible]
Ladies' Cluster Earrings [illegible]

TO CLUBS.—Where six watches are ordered at one time, we send a seventh Watch free. Goods sent by express to be paid for on delivery.

C. E. COLLINS & CO.,
No. 335 Broadway, New-York.

## SCALES.

HOWE'S SCALES
MANUFACTORY AT BRANDON VT.

For Circulars and Price List apply to BRANDON MANUFACTURING COMPANY, Brandon, Vt., or to the warehouses of the Company, at No. 3 Park-place, New-York, GEORGE B. REYNOLDS, Agent; No. 121 Federal-st., Boston, T. B. FAIRBANKS & CO., Agents; No. 204 Lake-st., Chicago, F. S. MERE-ROLE, Agent.

☞ A good local agent wanted in every County.

## BUSINESS CHANCES.

$5,000.—PARTNER WANTED WITH $5,000 capital to manufacture and sell LEE'S MONITOR TRAPS. No one need apply but those who mean prompt business. Address for one week, MONITOR, Box No. 138 Times Office.

FOR SALE—THE JEWELRY STORE NO. [illegible] Bowery, the stock, fixtures and lease; one of the oldest and best locations in the City; will be sold at a bargain to a responsible party. For particulars inquire in the store, No. [illegible] Bowery.

## HORSES AND CARRIAGES.

FOR SALE—A VERY FINE BAY MARE, about fifteen and a half hands, young, sound, kind and fast. Inquire of COACHMAN, at private stable, No. 128 East 18th-st., from 8 A. M. till 11 A. M.

HORSES FOR SALE.—30 HORSES, wagons, harness, blankets, to be sold at public auction on MONDAY, Nov. 8, at the stables of JAMES LAWRENCE, No. 144 East 24th-st., at 1 P. M.

## STATIONERY.

WM. H. WOOLSON & READING, STAtioners, Blank Book Manufacturers and Job Printers, No. 26 Greenwich-st., between Barclay and Robinson sts. A large assortment of first-class account books and stationery constantly on hand.

SLOTE & JANES, STATIONERS, PRINTers and blankbook manufacturers, No. 93 Fulton-st. Orders solicited.

## MISCELLANEOUS.

TWO DOUBLE GLUE KETTLES FOR sale; capacity about [illegible] gallons each. To be seen at No. 204 Pearl-st., up stairs.

GUERLAIN, PERFUMER, Paris. No. 15 Rue de la Paix. Paris.

SHOWCASES. PATENT MAGIC SHOW-case Doors. HOFFMAN & FRESCH, showcase manufacturers, No. [illegible]

WANTED—TWENTY BALES OF CANTON [illegible]

OLD PAPER.—[illegible] CENTS PER POUND paid for old books, newspapers, pamphlets and [illegible]

# The New-York Times.

NEW-YORK, SATURDAY, NOV. 6, 1869.



**Amusements this Evening.**

ACADEMY OF MUSIC, 14th-st., corner Irving-place. MATINEE at 1 o'clock—IL TROVATORE (Italian opera.) Characters by Mme. Carolina Briol, Mme. Cellini, Signors Lefranc, Ryna and others.

BOOTH'S THEATRE, 23d-st., corner of 6th-av. ENOCH ARDEN. Leading characters by Theo. Hamilton, Miss Fanny Morant and Miss Blanche De Bar. MATINEE at 2 o'clock—MARY WARNER.

WALLACK'S THEATRE, Broadway and 13th-st. STILL WATERS RUN DEEP. Leading characters by Messrs. J. W. Wallack, Wyndham, Miss Louise Moore and Miss Mestayer.

NIBLO'S GARDEN, Broadway, between Prince and Houston sts. LITTLE NELL. Leading characters by Miss Lotta. MATINEE at 2 o'clock.

GRAND OPERA HOUSE, 8th-av., corner 23d-st. CHARLES O'MALLEY. Leading characters by Mr. Edward Falconer, Miss Lisa Weber. MATINEE at 2 o'clock.

OLYMPIC THEATRE, Broadway, near Bleecker-st. STREETS OF NEW-YORK. Leading characters by Messrs. Mortimer, Studley and Miss Effie Newton. MATINEE at 2 o'clock.

FIFTH-AVENUE THEATRE, 24th-st., near 5th-av. SHE WOULD AND SHE WOULD NOT. Leading characters by Mrs. Scott-Siddons and Mr. George Clarke. MATINEE at 1 o'clock.

WOOD'S MUSEUM, Broadway and 30th-st. Afternoon and Evening—FLICK FLOCK. Large collection of curiosities.

THE TAMMANY, 14th-st., near 3d-av. BURLESQUE, PANTOMIME, ATHLETIC FEATS, BALLET, &c. MATINEE at 2 o'clock.

BOWERY THEATRE, Bowery, near Canal-st. DARK HOUR BEFORE DAWN, DON JUAN, &c.

SAN FRANCISCO MINSTRELS, No. 585 Broadway. NEGRO MINSTRELSY. Birch, Wambold, Bernard, Backus, &c.

NEW-YORK CIRCUS, 14th-st., between 3d and 4th avs. EXHIBITION OF EQUESTRIAN AND ATHLETIC FEATS. MATINEE at 2½ o'clock.

NATIONAL ACADEMY OF DESIGN, 23d-st., corner 4th-av. EXHIBITION OF PAINTINGS AND SCULPTURE.

SOMERVILLE ART GALLERY, 5th-av., corner 14th-st. EXHIBITION OF PAINTINGS. "THE NINE MUSES."



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**Notice.**

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith. We cannot return rejected communications, nor preserve manuscripts, unless specially requested so to do.

**To Advertisers.**

Advertisers in the TIMES are requested to bring in their notices as early an hour in the day as possible. If received after 9½ o'clock, it will be impossible to classify them under their proper heads.

For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av., at same rates as are charged at office of publication.


## NEWS OF THE DAY.

### EUROPE.

Madrid dispatches report that the opposition to the Duke of GENOA for the throne of Spain is daily gaining strength. The Democrats and Progressists had a meeting yesterday to discuss the situation, which is regarded as critical. The resignation of Admiral TOPETE has been reluctantly accepted. Señor ORENSE has been liberated, and a battalion of volunteers sailed from Cadiz yesterday for Havana.

Nearly all the London papers of yesterday contained obituary notices of the late GEORGE PEABODY. His death causes, it is said, a feeling of deep sorrow throughout England.

To-day is to be observed as a holiday in London, and the Queen is to visit the city for the purpose of opening a new bridge and viaduct.

The first of the four-oared boat races between the Thames and the Tyne crews for £200, was pulled on the Thames yesterday, in the midst of a heavy rain storm, and was won by the Tyne crew by three lengths. Time—20 minutes, 15 seconds. The course was from Putney to Mortlake. The second race is to be rowed on the 19th inst., on the Tyne.

An electoral meeting held at Paris on Thursday evening was broken up by the Police.

It is rumored in Paris that VICTOR EMMANUEL is sick, but the report has not yet been confirmed from Florence.

The latest reports from the Dalmatian insurrection are to the effect that the insurgents of Lisa and Verbiaje have surrendered, and that the Austrian troops are marching on Pobori.

### CUBA.

Havana dispatches report the recent departure of a coöperating land and sea expedition from that city for the purpose of attacking a strong force of insurgents at Cienaga de Zapata. The result is not yet known. The *Diario* doubts its success from the fact that it believes that the enemy was apprised of the movement, and has withdrawn into the interior. The arrival of Captain-General DE RODAS at Cienfuegos is reported.

### GENERAL.

The recent attack on the mail and murder of Colonel STONE by the Indians at Apache Pass, Arizona, is officially reported to have been a complete surprise. The Indians were led by white men, and plunder was the object. After killing the party, 250 cattle belonging to Texas emigrants were stampeded and one man killed. A Government train, on its way to Fort Bowie, was also twice attacked. Troops are pursuing the Indians, who are making for Sonora.

Information received through the British Minister at Washington indicates that the British Government is disposed to reduce the single rate of postage for prepaid letters between the United States and the United Kingdom to three pence. A proposition similar to this was made last month by our Government, and it is now probable that the reduced rate will be established.

THOMAS N. BERRY, a prominent lawyer of Baltimore, committed suicide by shooting himself yesterday, at his residence in that city.

The third annual council of the Evangelical Lutheran Church of North America, began its session in Chicago, Ill., yesterday. Seventy-five delegates were present. The business of the day was confined to hearing the annual address and the report of the Executive Committee. Rev. G. F. KROTEL was chosen President.

A very severe galesswept over Buffalo yesterday, causing, it is feared, much damage on Lake Erie.

A murderer named PIKE, who is to be hanged at Concord, N. H., on Thursday next, has made the singular request that a quartette of young ladies of that city, who have frequently sung to him since his conviction, shall remain to be present when he has passed out that they witness the final preparations for his execution are being made. He also asks that no one [illegible] be admitted so his victim shall be a witness of the death.

General REYNOLDS has decided that the ratification of the Texas Constitution will not make valid the ordinances adopted by the Reconstruction Convention, and therefore refuses to give the Provisional Governor the power to enforce them.

A San Francisco dispatch states that Dr. FRANK HAMILTON, of New-York, committed suicide at the Cosmopolitan Hotel in that city yesterday.

The corner stone of the Normal School at Hampton, Va., was laid yesterday afternoon by General HOWARD, with appropriate ceremonies.

Three men were arrested at Lawrence, Mass., on Thursday on the charge of attempting to poison the trotting horse Brunswick, and were held to bail in the sum of $2,000 each.

The office of the Dorchester Insurance Company, at Neponset, Mass., was entered by burglars on Thursday night, and from $20,000 to $30,000 taken from the safe, which was broken open.

The Virginia State Fair, at Richmond, closed last evening. Eight thousand dollars in premiums were awarded.

Ex-Governor WICKLIFFE, of Kentucky, was buried yesterday, at Bardstown, in that State, with Masonic rites.

One-fourth of the tobacco crop of Barren County, Ky., is thought to have been destroyed by the late frost.

Yesterday afternoon the Onondaga stone giant was removed from the place where it was first discovered, and taken to Syracuse. It was found to be perfect on all sides, and a scientific report concerning the statue is soon to be published.

Ground was broken yesterday at Fremont, Nebraska, for the Fremont and Elkhorn Valley Railroad, and its construction is to be proceeded with rapidly.

The church bells at Newburyport, Mass., were tolled for an hour yesterday, in respect to the memory of the late Mr. PEABODY.

The presence of General O'NEIL, the Fenian, in Buffalo on Thursday, was the cause of considerable excitement.

The injunction against the Board of Education, of Cincinnati, Ohio, on the Bible question, is to be argued to-day. It was put off yesterday owing to the illness of Judge STORRS.

Ex-President JOHNSON gave a banquet to the members of the Tennessee Legislature last evening at Nashville. Governor SENTER, Senator FOWLER, and other distinguished guests were present.

The Government corral, located at Fort Harker, Kansas, was struck by lightning on Wednesday, and the building partially destroyed. Sixty mules were killed.

A new Exchange building is to be erected in Cincinnati, Ohio, and $150,000 has been already subscribed for that purpose.

A reward of $10,000 has been offered by the City Government of Newburyport, Mass., for the detection of the incendiaries who have caused the numerous fires which have recently occurred in that place.

### LOCAL.

Rev. Dr. CHEEVER, of the Church of the Puritans, will hold regular morning service at Apollo Hall, corner of Broadway and Twenty-eighth-street, commencing on Sunday morning next and continuing every Sabbath day during the Winter. The subject of his first sermon will be "The Necessity of an Infallible Divine Revelation."

United States Marshal HARLOWE has appointed Dr. FOSTER SWIFT to act as medical attendant to the prisoners and witnesses detained by the Government in this City, in place of Dr. E. B. DALTON, resigned on account of ill-health.

JOSIAH BRIGHT was held in $1,000 bail by United States Commissioner SHIELDS yesterday, to await the action of the Grand Jury on a charge of passing counterfeit twenty-five cent currency stamps, having previously received an examination. The prisoner was arrested in Philadelphia.

Solicitor BANFIELD arrived in this City, yesterday, for the purpose of making an investigation into the charges made against General BUTTERFIELD.

At a meeting of the Association for the Advancement of Science and Art, held last evening at Cooper Institute, the question of "Coöperation and by what means can labor be secured its greatest reward" was very ably discussed by Messrs. Scott, Roosevelt, Disturnell, Dugdale, Thuber and others.

Rev. W. H. MILBURN, the blind preacher, lectured before a large audience in Steinway Hall, last evening, on "What a Blind Man Saw in Paris."

The ballot boxes of the Fourth District of the Twenty-first Ward of Brooklyn, which for alleged irregularities, were seized by the Police on Tuesday, were yesterday through a mandamus of the Supreme Court, delivered to the inspectors of election and the votes counted. The vote in the district for Sheriff gives WALTER a majority of 214, and the Republicans claim that he is elected by a majority in the county of some 1,200.

The Workingmen's Union met last evening. An address was made by the President, Mr. NELSON W. YOUNG, in which he made some interesting disclosures about the part taken by alleged representatives of Tammany Hall in his recent defeat for the position of Coroner.

In the Court of Common Pleas, yesterday, an order was taken by default denying the motion of JAMES FISK, JR., to vacate the injunction issued against him as a non-resident.

Coroner SCHIRMER held an inquest yesterday in the case of CORNELIUS SHAY, who died from violence received on election day. PETER PRESTE, an Italian, of No. 21 Baxter-street, was shown to have inflicted the fatal injuries, and was locked up for trial. CHRISTOPHER MCGUIRE, hitherto wrongfully accused, was honorably discharged.

The Customs receipts for the week ending Oct. 30 amount to $3,124,103.

## Liquor Laws in Politics.

Tuesday's elections show that the prohibitionists people made good their threat to have a hand in State politics whenever they could; and their work is visible from Massachusetts to Minnesota. So far, however, as can now be seen, their main achievement has been to damage their own cause. In the two States just mentioned they made a very poor show, and in the former, where they once controlled the Legislature by an overwhelming vote, they have now lost it by a majority equally overwhelming.

The policy of the prohibitionists has been at once grasping, inconsiderate and short-sighted. They have clamored everywhere to have the single issue—and that a moral one—which they present, raised above the great fundamental political principles on which the two great parties of the country are organized. They have not even been content to take from these parties a general declaration of sympathy with any movement for true temperance, allowing every member of the party to exercise his own discretion as to the proper means for the progress of temperance. They have sought, rather, to commit political Conventions to the support of their extremest measures; to allow no latitude of judgment; to read out of the ranks any person, no matter how hard a worker and honest a thinker on all other questions, whose ideas on this subject did not square with their own. A man in favor of the strictest sort of license law was to be anathematized. And, in demanding these things, under all sorts of threats of "bolting," and opposing, the prohibitionists have never minced their words. By one of those curious contrasts we often see in politics, the special advocates of so-called "temperance" have furnished the most "frightful examples" of in-temperance in language and conduct.

The result has been thus far, as we have said, that many people have violently opposed the prohibition movement, who, had it taken another form, would have suffered it to run its chances. It has secured the hatred of many who cannot submit to see all other interests sacrificed to this. That it should gradually have lost ground, even in Massachusetts, which would naturally give it something of a welcome and support, is not wonderful when the persistency of its assumptions is considered.

If the friends of the temperance issue have learned wisdom by experience, they will hereafter content themselves with less than they have been accustomed to demand. Instead of trying to force the question on parties formed for different purposes, and instead of trying to break up those parties by reason of their unwillingness to have that dogma introduced as an article of general party faith, they will seek simply to throw their influence in behalf of friends of temperance in local elections, choosing, as between any two candidates, the one whom they consider to be the best man.

## The Removal of the Capital.

Nothing could indicate more clearly the existing scarcity of topics in the political world than the agitation going on in the West about the removal of the national capital from Washington to the centre of the continent. The arguments, too, are worth study, as specimens of the ingenious way in which men often manage to work themselves in dull times into a state of excitement. The principal one is, of course, that the circumstances of the country have totally changed since Washington was fixed upon as the seat of Government, and that the centre of population as well as of wealth is no longer, or will very soon be no longer, on the sea-board but in the Mississippi Valley. But then it is not at all likely that either political influence or the greatest density of population will be found forever in any part of the Union in particular. The tides both of influence and population ebb and flow from one century to another in every country. The north of England was, as compared to the south, a howling wilderness, and Liverpool a fishing village, little over a century ago. Since then Lancashire has become the great centre of English industry, Liverpool almost the greatest port of the Kingdom; while the south-western counties, with their great port of Bristol, have sunk into insignificance. Scotland, too, from being a country of beggarly nobles and half-starved peasantry, has, within the same period, risen into the first rank both in manufactures and agriculture. On the European continent the changes have been no less remarkable. Genoa and Venice, once first-class emporia, have within two centuries sunk into total insignificance, and make a beggarly exhibit of vacant wharves, which once groaned under the merchandise of the whole eastern world. Trieste has, in the meantime, risen rapidly into a first-class position, and is absorbing more and more of the trade of the Mediterranean; and it is not impossible that a very few years may see Constantinople, owing to the extension of railways in the European provinces of Turkey, restored to the proud position as a commercial city which it once enjoyed, and for which its position clearly marks it out. We might multiply these illustrations to any extent. There is no quarter of the globe in which population, commerce, industry and wealth are not shifting constantly from one place to another. In our own country here as it is there, enough has occurred already to warn us of the folly of making plans for the remote future. Compare the relations of New-England to the rest of the country to-day, to what they were fifty years ago. Compare the relation of New-York to Boston or Philadelphia with what it was fifty years ago. Look at the present condition of New-London and Salem, and think of what it was within the memory of men still living. We all know what the present condition of the Southern States and their seaports is now; but who is the man so bold as to say what it will be after half a century of free labor? Who will venture to assert positively that with their soil and climate, and other natural advantages, those States will not before the close of another century have drawn the weight of population and of wealth away from the Northwestern States completely? And what human being can tell what influence the Pacific slope is going to exercise on the material fortunes of the Eastern States? In short, look in what direction we may, we find abundant proof of the folly of attempting to decide now where either the commercial or political headquarters of the United States ought to be, even if we concede that the capital ought to be wherever there are most voters, and even if it were important, as regards accessibility, where the capital should be in these days of railroads and telegraphs.

The probabilities are that if the capital were now shifted in order to meet the change in the circumstances of the country, it would have to be shifted again for the same reason in fifty or sixty years more. Besides this, nothing is more certain than that the process of shifting the capital would be found enormously profitable by a large army of very shrewd and energetic persons, and, once begun, we might trust to them to keep it up. The question of a change in the capital would come up in every Presidential canvass, and would form a plank in every platform. Each State, with any pretensions to the honor of having the seat of government within its border, would have its lobby at Washington working for it, and its pledged delegates in all the conventions.

Who knows, indeed, but the capital would eventually become a portion of "the spoils," and the victorious party claim the right of fixing the site during its term of office. Should this come to pass, the propriety and advantage of mounting the White House, the Capitol and the various Departments on wheels, like traveling menageries, or photographic vans, and having them drawn from place to place by Government mules, would soon be apparent to everybody.

One reason for moving it from Washington, urged strongly at a recent meeting, ought not to be passed over without notice, namely: that in its present position the difficulty and expense of defending it in time of war would be very great. Considering that the population of the United States will probably number 100,000,000 by the end of the century; that they will have no enemies on this side of the Atlantic Ocean, and will be able to put on foot the largest army and navy in the world, the propriety of stowing away the capital in the interior to save it from invaders is not apparent at first sight. If we have to do this with Washington, we ought to do it with New-York and Boston and Philadelphia, and, indeed, leave a barren strip along the coast, so as to embarrass the enemy, and leave him nothing to plunder when he lands, as the Medievals did when the Danes were ravaging their territory. There is nothing like taking precautions in time, particularly when one is weak and timid. But it seems to us if the American people cannot defend its capital on the Atlantic coast, it will hardly defend it anywhere, and the ruthless spoiler will pursue our Government even to St. Louis, and send Congressmen in chains down the river to New-Orleans.

## The Brooklyn Democracy.

The Democracy of Kings County are playing a desperate and shameless game. They chose their own partisans for election officers last Tuesday, and manipulated the ballot boxes with a characteristic indifference to the rights of Republicans and the decencies of a political contest. By downright fraud they "counted out" GOODRICH and AMMERMAN, who had been elected to the Assembly, and MCLEER, of whose election as Street Commissioner there was no reasonable doubt. The canvassers were Democratic; there was no check upon their counting; and they were free to manufacture majorities to suit their convenience. The fact is a strange commentary upon the forms of an election and the rights of the electors, as understood in Brooklyn. It shows with what effrontery the Democracy there carried out their purposes, and how worthless is the recorded general result of Tuesday's contest as an expression of honest public opinion in Kings County.

But the game as thus far played has been unsuccessful in one particular. ANTHONY WALTER has been elected Sheriff by a large majority. There is no doubt of that fact. Notwithstanding all their figuring, the Democratic officials have been compelled to concede him a majority of 1,200. The most ingenious counting in behalf of CUNNINGHAM, the candidate of the Ring, failed to make him the winner. WALTER is lawfully the Sheriff elect. The Ring, however, is not prepared to give up the case, and its friends openly boast that CUNNINGHAM will yet be the man.

Now there is only one way in which this purpose of the Democratic managers can be accomplished. Three districts, indeed, remain in which the ballots are to be canvassed; and with Ring canvassers little difficulty will be experienced in reducing WALTER's majority. But by no conceivable manipulation can CUNNINGHAM gain more than 500 in the three districts in question; so that WALTER will still have a majority of several hundreds. This can be overcome by but one course. The returns for all other districts are now in the hands of the County Clerk, duly sealed, and purporting to have been duly counted. It is not pretended that error has been committed,—or rather no such pretence was heard until the necessity for some extraordinary step to secure CUNNINGHAM's election became apparent. If, then, WALTER's majority is to be set aside, these returns—already declared perfect—must be reopened by the agents of the Ring and reconstructed to meet the emergency. With the figures thus at their command, and with unrestrained control of the returns, they will have no difficulty in bringing out any result which partisan necessities may seem to require. The Sheriff must be the creature of the Ring: this, at least, is decreed, and with the help of fraud and perjury, the rest will be comparatively easy.

The programme may, to the uninitiated, appear too criminal and scandalous to be possible. It renders an election in Kings County worse than a farce, and is suggestive of contingencies in which the alternative may be despotism or anarchy. But it harmonizes with what the Democracy have already done, and indicates the only method by which the people's preference for WALTER may be frustrated.

## Contracts in Confederate Currency.

We noted the other day the remarkable decision of Chief Justice CHASE concerning the validity of contracts made in Confederate currency—whether such contracts could be enforced in the Courts of the United States, and, if so, whether the contracts were payable in Confederate Treasury notes (which are now cheap) or in United States money. The pith of the decision was, first, that such contracts can be so enforced; second, that evidence can be received to prove that a promise expressed to be for the payment of dollars could be in fact for the payment of some other than lawful dollars of the United States, and that damages in this case should be settled on the basis of the actual value represented by the currency of the Confederate States, at the time and place of each separate contract.

The commercial importance of this decision is, of course, evident; but it has a political importance in view of the grounds on which it was rested, namely, the nature of the Confederate States, and the definition of what they were. What we now have to suggest is that, in future decisions of this sort some of the other members of the Court should give us the benefit of the opinions. It is very noteworthy that nearly all the late decisions in the Supreme Court involving questions of political doctrine, especially regarding the Confederacy, have been delivered by Chief Justice CHASE. It is also very noteworthy that in but few instances have dissenting or associate opinions been given by the other Judges. Now, we can conceive of the Court's agreeing on the conclusion regarding any particular suit, but we cannot conceive all members of it as agreeing on the train of reasoning whereby that conclusion was reached, or rather, on the precise expressions used by the Chief Justice, especially where the case involves the question of secession. We repeat, therefore, that it would be instructive to the public to hear from the other Judges, occasionally, their individual views on this class of questions.

## Ocean Steam Lines.

In one respect, at least, it is mortifying to compare the New-York of 1850 with the New-York of to-day—we refer to the condition of our mercantile marine. Then, American ships and American seamen were famous the world over; our wharves were crowded with ocean packets and ocean steamers, bearing the American flag, and the transatlantic lines established by our merchants were famous for speed, comfort, convenience and general desirability.

We all know what has taken place within the last eight years. French, English, German—any sort of ships but American—have wrested from us our hardly-earned ocean carrying trade. "Fifteen years ago," once wrote Admiral PORTER, "no Frenchman was considered competent to run the engines of a steamship; and although two or three lumbering old French craft made voyages to and fro across the Atlantic, yet they met with so many mishaps, were so slow and so badly conducted, that they received few passengers and but little freight. How is it now? The moment we ceased our competition with the English, the French took our places, and by their success have proved how much we yielded when our steamers gave up the contest. At this moment the French are contesting every inch of ground with the British, equaling, if not exceeding the latter in the speed of their steamers, and surpassing them in all the conveniences and comforts of sea life."

In another column we present a letter on the ocean steam navigation of Liverpool, London and New-York. Comparisons like those there set forth are indeed "odious;" but if the chagrin they cause only serves to stir up our merchants, and especially our legislators, to the need of unhampering our commercial marine, and giving it "free course" once more, they will have served a good purpose. The history of the Cunard, the Inman, the National, and the Liverpool and Great Western (or WILLIAMS & GUION) lines, between New-York and Liverpool, points its own moral for merchants and shipowners. The great modern invention of screw propulsion has revolutionized ocean transportation, and it only remains for our countrymen to look the situation fully in the face. The screw has driven the sail, and is fast driving the paddlewheel, from the ocean in the quick passenger and freight lines; the time will come when it will monopolize the field.

The duty of our own City, and the duty of Congress are clear. The time will soon be at hand when, with the India trade and the American trade from both continents growing rapidly in New-York, the City must compete more successfully for ocean steam lines—lines to carry cargo to Europe, and to bring emigrants and freight back. But we all know what the trouble is—the difficulties and expense of shipbuilding in our own yards, and the stringent Registry laws which prevent American enterprise from working in foreign-built ships. Our correspondent declares with earnestness, as his solution of the question, "The cry that the dignity of the country will suffer if its citizens are permitted to build or purchase steamers abroad is sheer folly. The maritime dignity and power of the United States will rise with every accession of first-class ocean steamships to its mercantile marine. If all the steamers now plying between the United States and Europe could be transferred to citizens of the United States to-morrow, and henceforth sail under the flag of the United States, and under the command of citizens of the United States, the country would be a great gainer, both in profit and prestige." We may add that, in the opinion of many merchants, Congress would do well at its next session to repeal the Registry law, or to so modify it that we can buy the best Clyde-built vessels for new ocean steam lines. As it is now, our duties on articles used in shipbuilding are so high that foreign builders can furnish foreign lines with vessels at far lower prices than our builders can furnish similar ones to our own merchants.

Certain it is, at all events, that we ought now to strike for a share of the carrying trade of which we have been deprived, and that emigrant transportation will continue to enrich British shipowners until our Registry law is modified.

The *World* is in an ecstasy over the Democratic triumph. "It enables us," it cries, "to repeal all the odious and unjust laws which the Republicans passed. It insures the restoration of local self-government in our large cities—founded on the beautiful model of New-York City. It is the knell of the Registry law, the Sunday Liquor law, and the whole catalogue of oppressive statutes," &c. In short, "down with everything" is the motto of the *World*. Let us begin all over again, and have local Governments based on the straightforward principles of bribery, peculation and corruption. The *World* classes used to say that the City Republicans were responsible for all the mischief done by the Democrats. We hope they understand clearly by this time that they, and they alone, have been the cause of our losing one of the grandest opportunities we have had in many years.

The cost of investigations in election cases has long been a subject of complaint, and with good reason. It appears that the Louisiana investigation alone will entail a charge upon the Government of $30,000. The Chairman of the Committee appointed to investigate the South Carolina case is [illegible] to apply for some funds [illegible]. The assigned [illegible] he does not care to [illegible] to be hawked about at half price," [illegible] them, in their result in one waste of money. Congress, instead of advancing further sums, ought to stop the supplies, and refrain from instituting investigations unless in very special cases. Nobody can expect to see any practical benefit accrue from the expenditure of over $30,000 in Louisiana.

The address from Father HYACINTHE, which is intended to introduce a volume of his sermons to the American public, will stir many hearts by the warmth and devoutness of its aspirations. There is a tone of deep sorrow in the passages bearing upon the Father's differences with his ecclesiastical superiors, while this sentiment does not restrain him from once more repeating his "protest against the excesses which dishonor it (the Roman Church) and seem bent upon its ruin." The rare enthusiasm which first gave this great priest his influence over even the most careless and indifferent, shines forth in that whole passage in which he predicts the ultimate union of the Roman Church and the Churches of the Reformation—a combination "which shall be the Church of the past in its original purity and beauty; but shall have besides the depth of its analysis, the breadth of its syntheses, the experience of its toils, its struggles and its griefs through all these centuries." The fire which burned in the hearts of the most memorable reformers of history animates Father HYACINTHE, and will yet compel him to do a work which will live after him.

The value of the numerous associations of visionaries which are started in the present age is very well illustrated in the proceedings of a "Social Reform" Society, held in this City. One of the speakers complained of the entire political system of the country. "He would have a new Constitution for the United States. The present one was a mistake." So far all is clear; now for the speaker's suggestions: "He was unable to give any definite idea of what should take its place." Exactly; it is so much easier to pull down than to build up. People who are dissatisfied with the present form of government show themselves somewhat at a loss when they attempt to devise a better.

MR. PEABODY, as the cable informs us, died at "his residence in Eaton-square." It was one of the peculiarities of Mr. PEABODY that he never would have a house of his own. He cared little for himself in all things—it was his habit, for instance, to dine off a mutton chop at the grand dinners he used to give, where every luxury was spread upon the table. He had a room in the house of his old friend, Sir CURTIS M. LAMPSON, in Eaton-square, and it was there that he died. He used to live there in the most quiet and retired manner, and his name did not appear in any directory or "Court Guide." He has suffered much during the last four years, and could very seldom be induced to call in a doctor; when he did he neither obeyed the doctor's orders nor took his medicine. As one of his physicians complained a short time ago, Mr. PEABODY was a "most unsatisfactory" patient. He hated to be asked after his health, or to have any fuss made over him. He will, no doubt, be buried in Danvers, Mass.—that, at least, was the wish he often expressed in his lifetime. We may add that the statue of Mr. PEABODY, recently set up in the Royal Exchange, London, has given satisfaction to everybody, except the *Saturday Review*. The attack of that journal upon it was lately reprinted in these columns. The sculptor is an American—quite sufficient to account for the sneers of the *Saturday*.

When Saints quarrel the unregenerated may be excused for letting their angry passions rise. The community at Utah are behaving no better than the wicked. Schisms of portentous dimensions have appeared, and the elders have been moved to testify their devotion to liberty by suppressing a newspaper. Mr. COLFAX's speech was like a stone thrown into a pond—the ripples extend to every part. He set some people thinking, and Mormonism will not bear thinking about. Lately one Saint fell upon another with cruel blows and much profane language. Internal divisions already threaten to do more to uproot the polygamists than outward opposition.

Undeniably the land question makes progress in England. Here is the least generous of all the English papers admitting that the leases generally accorded to Irish tenants are oppressive in their character, and cause the soil to be wasted, while condemning the poorer inhabitants to "a wretched, uncertain, profitless life." Six months ago the journal in question would have bitterly denounced any one who had dared to make this statement. Professor FAWCETT (the blind member of Parliament) has promised his constituents that a land bill for England shall be introduced as soon as the Irish measure is safely carried. Nothing can prevent this. "Let us," says Mr. FAWCETT, "abolish the present law of primogeniture; let us remove the present restrictions on the power of selling land." Public opinion in England is ripening for these reforms. In all probability the present Prime Minister will remain long enough in office to carry them all through.

The Café California, of Paris, has, for some years, dispensed to the poor of that city good cooked meat at two cents per plate, and of an inferior quality as low as one cent. An enterprising importer of Australian preserved beef is about to repeat the experiment in London. He promises to furnish a meat dinner, "well cooked, savory and nutritious," with the addition of potatoes, at the same very moderate figure. Any one luxuriously inclined may preface this repast by a plate of soup with bread, which is also to be furnished for two cents. If, with such advantages, London cannot preserve her laboring poor from misery and want, there must be something materially wrong in the entire structure of society, as well as in the general distribution of wealth.

The Chamber of Commerce report on the frauds and corruptions in the management of our State Canals, only reiterates an old story, but it is one that must not be forgotten. The indifference of the Canal Board and the Legislature has long been well understood. The contract system is wasteful to the last degree, and utterly fails to increase the canal-carrying resources, and losses are entailed every year upon the grain trade by delays. But this just suits the railway monopolists. It is their interest to have the canals unserviceable, and so far their influence seems paramount. Nor, in spite of whatever the Chamber of Commerce may say or do, is there much apparent chance of a reform. Still, it is something to protest against the present corrupt system of management.

The delegation of the Friends appointed to visit the Indian tribes, have offered some very sensible suggestions for the future government of the Redskins, and others which seem a little doubtful. They would have all engagements made with Indians faithfully carried out—a course which alone would have prevented many a "little war." They would allow the Indians to remain on their present reservations, and set lands only to "mixed and coöperative [illegible]." They would have "more light, air and cleanliness in Indian lodges, and teach the young to speak English, and distribute tools and farms liberally among them." Is not this trying at too much? If an Indian prefers a lodge of his own making to the model one which the Friends would build, no one can force him to alter his tastes. The Government has already enough on its hands without undertaking to carry out costly experiments in civilization. But the suggestions of the Friends are well and kindly meant, and deserve to be considered with respect.

Rumors are again current regarding the possibility of a general European disarmament. This time it is the Emperor NAPOLEON who is reported as having taken the initiative in so desirable a movement. The finances of the Great Powers have for some time been seriously affected by their enormous war expenditure. The expense of an armed peace may be inferred from the fact that the present annual expenditure on European military establishments amounts to $600,000,000 in gold. The annual interest payable on their war debts amounts to $300,000,000 more. Exclusive of reserves, the number of men maintained on a war footing is 3,800,000, and the loss entailed by the withdrawal of such a force from productive labor has been estimated at $1,000,000 per day. Prussia is understood to be the main obstacle to a general reduction of warlike establishments; but as the thrifty Germans are beginning to look somewhat aghast at the proportions of the debt, amounting to $500,000,000 in gold, incurred by the head of the Confederation, it is scarcely likely that King WILLIAM and his advisers would interpose any very formidable obstacles in the way of such a step.

What is a colt? People generally suppose that it is a young horse—under two years, certainly. He is first a colt, then a "yearling," then a two-year-old, and so on. But at Fashion Course on Thursday, Mr. BONNER's *Jo. Elliott* was tried for a mile, and his performance is described in all the journals as being "wonderful for a colt." We look for his age, and find that he is five years old. The question is, when will this colt be a horse?

## Collisions at Sea—Legislation Required.

The dangers arising from collisions at sea have very largely increased both in number and in the damages which they cause, in these later years. The *English Wreck Register* for 1865 gave the number of collisions in the seven previous years as 2,344, which is nearly one for every day in the year. Twenty-five years ago it would have been almost an impossibility for any collision to have caused damages equal to that caused by the sinking of the steamer *Scotland* and the ship *Kate Dyer* off Fire Island. The loss by that collision alone was probably $750,000. We think it is a low estimate to say that the value of property lost in the collisions which have come before our Admiralty Courts in the port of New-York within the past year, is over a million and a half of dollars.

It is natural that this increasing peril and loss should have called for much consideration from those who go down to the sea in ships; and in 1862 the English authorities, after much consultation on the part of the Board of Trade, the Lords of the Admiralty and the Trinity Brethren, with the aid of the best professional assistance that could be procured, promulgated a set of sailing rules, for the purpose of avoiding collisions at sea. Those rules were afterward passed in the form of a statute by Congress and adopted by almost every maritime nation, and they have therefore become, as was held in the case of the *Scotia*, the Law of the Sea.

Those rules, thus having been made law, became immediately the subject of construction by the Courts. The Admiralty Judges have to apply them in every case of collision at sea which comes before them. Sitting without a jury to aid them, they have not only to find out the facts which actually occurred, from testimony which is proverbial as being more contradictory than in any other class of cases; they have to familiarize themselves with the nomenclature of the sea and the laws of correct navigation, and they have to apply to the facts of the different cases, as ever varying as the waves which bear the vessels, these rules which were prepared so as, if possible, to meet all cases. It is not to be wondered at, therefore, that the rules and the decisions of Courts of Admiralty on them have been the subject of much discussion. This has been especially so in England.

We have before us a copy of "Correspondence concerning the Rule of the Road at Sea, &c.," which arose out of suggestions made to the British Board of Trade and to the Admiralty from various quarters, that some alterations were needed in the rules to make them clear, especially in the eleventh and thirteenth articles of the regulations, which provide as to what should be done when ships are meeting "end on, or nearly end on." The writers declared that a misapprehension seemed to prevail among seamen in reference to the rules, so that their observance tended largely to cause collisions; that seamen appeared to understand that whenever they saw a light ahead, or nearly so, they were required by law to port their helm, whereby they often ran into vessels which were crossing their track, and which they could have escaped by a different manœuvre; and it was stated that this error on the part of seamen was caused by the action of the Admiralty Courts, which had apparently given that construction to the rules. Hence arose, on the one hand, these suggestions that the rules ought to be altered, and there are published three different forms of rules, which were suggested to the Board of Trade as improvements upon the rules as they then stood. That Board, on the other hand, took up the cudgels in defence of the rules as they were, showed that they were drawn up with much consideration, that they had been adopted as they were by the maritime nations of the world and ought not to be lightly altered, at least without some consultation with the chief maritime Powers, and they claimed that the difficulty, if there was one, was not in the rules, which were clear enough in themselves, but in the fact that they were not obeyed. The Secretary of the Board, Mr. GRAY, prepared a little pamphlet called "Regulations for Preventing Collisions at Sea," which seems to us well calculated to put clearly into the minds of seamen what the law required of them to do in regard to other vessels. Besides his pamphlet, he prepared "The Rule of the Road, being Aids to Memory, in four Verses," which was also reported to Parliament.

The Board of Trade went further than the pamphlet and the poetry, which, indeed, they did not officially indorse. They prepared a catechism for mariners on the rules, in which they were to be examined if they would be mates or masters, which was adopted also by the French Admiralty. But their opinion that no alteration of the rules was necessary or advisable was not concurred in by the other maritime authorities of England, and after consultation with the French authorities a new article was prepared by England, which, on July 30, 1868, was adopted by the Privy Council, and thus received the binding force of law in England. It has since been adopted also by Hamburg, Greece, Russia and Sweden, and substantially, though in briefer form, by France.

It has, therefore, become a question what the United States should do in the premises. We do not think that the misconception which seems to have led to the change in England, has ever prevailed here. It will be difficult, we think, to see in what respects our Admiralty Courts have laid down any different rule from that which is contained in this explanatory article. But it is as important now that the maritime nations should remain agreed upon regulations which shall be the law of the sea as that they should have agreed upon them in the first place. We cannot see any serious objection to the explanatory article, and we trust, therefore, that when Congress comes together no time will be lost in incorporating it into the rules which we have adopted.

## AMUSEMENTS.

### Italian Opera.

DONIZETTI's well-known opera of "Linda di Chamounix" afforded an opportunity last night for the reëntrance of Miss KELLOGG, and for Signor RONCONI to appear in one of those original characters in which he first made his great reputation. The audience surpassed that of the opening night in brilliancy as well as numbers, and the performance was in some respects a more finished and satisfactory one. Miss KELLOGG has rarely sung or acted, to our knowledge, with better effect. Her opening aria, "Oh, Luce di Quest Anima," showed that she was in fine voice and spirits, and the magnetic influence of him who is still the "great Ronconi" seemed to inspire her to the utmost point of her histrionic capacity. The duet with Carlo (Herr HABELMANN) was managed with much delicacy and fire, and the pathos and earnestness of Signor RONCONI, admirably seconded by all concerned, brought the curtain down on the first act amid spontaneous and hearty applause.

No sketch is needed for opera goers, or indeed for theatre goers, of the story that gives abiding passion and tenderness to "Linda di Chamounix" and brings its lesson home to every feeling heart. The tale is the same as that of HOWARD PAYNE's "Clari," and is wrought up by much the same situations and accessories. It would hardly be possible to conceive a heroine for such a drama, more graceful, more delicate or, upon occasion, more impassioned than Miss KELLOGG last evening showed herself able to be. Her youth, her person, her facile vocalization are all in her favor for such parts, and she uses her advantages with conscientious fidelity. It is possible to conceive her Linda, a maiden innocent, trusting, absorbed in a mighty love, yet so tenacious of her native purity as to become overwhelmed with desperation at the bare thought of her betrayal. The character was well chosen for this gifted young lady's reappearance, and we are glad to be able to record her deserved success in it. Herr HABELMANN sang the music of Carlo with care and sweetness. His action is mechanical and he lacks the quality, for which there is no English equivalent, of abandon. Nevertheless his performance was a good one, and his singing was sometimes excellent. We regretted to observe a repetition of the faults that marred Signor [illegible]'s first appearance, and which seem to us by some fatality provokingly at variance with his real powers. The obstinate tendency to sing false may be in part the consequence of indisposition, and we shall gladly hope it is so until we have other opportunities to judge. Occasionally last night he was all that could be wished for, but the unevenness that marked "Il Conde de Luna" was too frequently observable in *Il Prefetto*. Mme. CELLINI was acceptable in *Pierrotto*, and Signor BARILI deserves the same praise in *Il Marchese*.

The magnificent acting of Signor RONCONI, especially in the latter parts of the opera, should receive more than the hasty attention that, writing at a late hour, we are able at present to bestow upon it. It is not often that an audience has the opportunity to enjoy so admirable an exhibition of the loftiest phase of the lyric art, and it is a pleasure to say that the public on this occasion appeared fully to appreciate the fact. "Linda" should be repeated as soon as possible. Its production is highly creditable to the artists and to Mr. MARETZEK. A great many operas are presented in a manner that is commonplace, some few in a manner that is commendable, but very few rise even at intervals to what without hyperbole may be called the sublime. Parts of the representation of "Linda" fairly ascended last night even to so exalted a plane; and we do not hesitate to put on record the opinion.

A *matinée* is given to-day at the Academy, when "Il Trovatore" will be sung with the successful artists, Mme. BRIOL and Signor LEFRANC, in the principal parts.

### Theatrical.

MATINEES TO-DAY.

Besides the *matinée* to be given at the Academy of Music, this day, we notice that afternoon entertainments at almost all the other City theatres may be attended. LOTTA's first *matinée* entertainment is to be given at Niblo's; the two farewell performances of "The Streets of New-York" are to take place at the Olympic, and so on. We observe, too, that the last day representation of "She Would and She Would Not" is to occur at the Fifth-avenue Theatre. With the very sensible intention of affording out-of-town playgoers an opportunity of witnessing this comedy, Mr. DALY will see that its interpretation ends by 4:30 o'clock.

### Musical Notes.

MASON BROTHERS have disposed of their catalogue of music books to OLIVER DITSON & Co. for over $150,000. This is the largest sale of musical works ever made in this country. The Mason catalogue numbers upward of seventy books, many of them of wide popularity.

## THE PACIFIC RAILWAYS.

### Their Influence in Commercial, Political and Social Life—The Mormon and Indian Questions Settled by Them—The Kansas Pacific.

It is about time for us to look over our Pacific Railway investments, and see what we have done, what remains to be done, and what lessons the experience may teach us. There was a crippling sensation in home and foreign money markets some time since in reference to Pacific Railway securities, but it has died away. The desperate ventures of the gold gamblers in Wall-street shriveled up our private credit abroad without effecting that of the Government. Erie experiences and manipulation have made foreign investors as tender and dainty about American railroad bonds as SIDNEY SMITH was wont to be about Pennsylvania obligations. It was also feared by some of our own people that Congress had spent too much money,—that we had made a reckless bargain, and that the interests of the country had been abandoned in the eager rush for territory and subsidies and termini. There is no perceptible trace of that anxiety remaining, for Summer has done well, and it is hoped Winter will not be a disappointment. Much of our early Pacific legislation was mere guesswork—we were in the dark, and strongly governed by our imagination and geographical recollections. When people talked of the Rocky Mountains, it was almost with terror, for these mountains covered a hidden, forbidding land, as repelling as Othello's fancied journeyings. Men thought of it as of

> "——Caverns vast and deserts idle,
> Rough quarries, rocks, and hills whose heads touch Heaven,
> And of the cannibals that each other eat,
> The anthropophagi, and men whose heads
> Do grow beneath their shoulders."

These were mere geographical difficulties, however, and like difficulties generally, they melted before the resolute energy of builders and craftsmen. Dangers sank into the mists, and the Rocky Mountains became as harmless and attractive as our modest Catskills. The roads seemed to glide along and link in happy union before we felt they were fully under way. And now that we look back we feel that it was worth as much as was spent to bind the two oceans, and achieve the inestimable and political advantages which have followed. There are enterprises that deserve to rank in history with the most famous achievements of war—and worthy of a brighter lustre than Blenheim, and Waterloo and Gettysburg. A bridge, or a canal, or a dyke, or a railway, or a telegraph, are in themselves commonplace and homely, but nations have more effectually reached true comfort and prosperity by their aid than by conquest. The decade that gave us these great railways has seen a happy and appropriate companion achievement in the Isthmus of Suez Canal. With eager, resolute men, wandering over peninsula, and isthmus, and stream and mountain, looking for other canals to dig and other roads to build, we may hope for still greater triumphs. Already Pacific Railways have solved two painful and exasperating problems—the "Mormon question" and the "Indian question." There was an end of them when LELAND STANFORD drove his golden spike into the connecting rail on Promontory Height. What threatened to be an aggressive political commonwealth became a social annoyance, for BRIGHAM YOUNG, with the Federal army within ten days of his dominions, possesses little more power for evil than the leader of a street brawl. As for the Indian, we are channeling his hunting grounds, and planting corn in his buffalo tracks, and every day Cheyenne and barbarous Sioux must soon feel that this is the age of the plow, and not of the tomahawk.

These are moral and political considerations, but what do we see in the way of business? The Pacific roads are the Kansas Pacific—running from Kansas City to Denver, (incomplete,) the Central Pacific, running east from the Pacific Ocean, and the Union Pacific, running west from the Missouri River. They are three lines serving the same purpose—railway communication between the Atlantic and Pacific Oceans. The Union runs from Omaha for 1,0[illegible] miles. It bears a Government lien and mortgage of $[illegible], or an average of $[illegible] per mile. During the month of September its earnings were in round numbers $750,000—a profit of $[illegible] per mile. In addition to this the Company sold in Nebraska lands to the value of about $[illegible]. The Central runs 690 miles. It is the only line leading out of California. It bears a Government mortgage and lien of $[illegible], or an average of $70,000 per mile. Its earnings in September were $[illegible], or $[illegible] per mile. The Kansas Pacific bears a Government mortgage and lien of $32,000 per mile, and when it reaches Denver, which will probably be in the Spring, they will amount to $[illegible] per mile. Its earnings in September were $[illegible], or $[illegible] per mile. All of this shows marked and unusual prosperity, especially in the Kansas line, whose managers have manifested great enterprise, and an economy which should be commended whenever we see it in railway business. The aid which its builders received was not more than one-half of that given to the Union, and two-fifths of that loaned to the Central. Taking the proportion of earnings to the amount of mortgage on the Kansas line as shown by the September exhibit, the Central should have earned $1,2[illegible] per mile instead of $[illegible], and the Union should have earned $1,0[illegible] per mile instead of $[illegible]. To properly understand this statement, we must also remember that the Kansas line has at present no terminus, but swing out in the open plain, and, therefore, these earnings are merely its gains from local business.

The success of these Pacific lines should go far toward strengthening that feeling of confidence with which foreign investors are beginning to treat our first-class railway securities. The gamblers' panic has done its mischief so far as they are concerned, and died away. A good loan like good wine needs no bush; and these great roads, with their princely endowments, the guarantee and aid of the Government, and the rapid clustering of wealth and population along their lines, are as trustworthy as it is reasonable to expect any human investment to be. We feel more assured in this opinion when we see our most eminent financiers, bankers and merchants of high repute sustaining them with their capital and developing them with their great ability and experience. Mr. CISCO manages the finances of the Union Pacific, FISK & HATCH the Central; JAY COOKE will soon bring us the Northern Pacific; M. K. JESUP & CO. and DABNEY, MORGAN & CO. are now placing the Kansas Pacific, and selling the bonds to complete the Denver extension. These are among the Kings of the Street—real monarchs, whose sceptres are honor, and whose crowns are true gold; and the country should applaud the zeal and resolution they have shown in their patriotic work. The Kansas Railway is a step to the Pacific by the Southern route, through New-Mexico and Arizona and along the thirty-fifth parallel. Such a road is an absolute necessity. On this line the snow rarely falls. It is the country of the Aztec and the early Spaniard; with towns older than New-York or Boston; a prosperous, thrifty people; boundless mineral and agricultural resources, and traverses the regions where Spanish adventurers in early days gathered the wealth which founded many a gaudy and dazzling house in Castile and Aragon.

Whether this road can be built without Government aid or not remains to be seen. If such aid should be necessary, it will be upon the basis of the $[illegible] a mile given to the Kansas line, not the $[illegible] and $70,000 bestowed upon the Central and the Union. The Kansas people are building their line without further aid—which shows faith, and a faith we are happy to see fully justified by the results. The managers have met their obligations by paying to the Government, in interest, a sum greater by one-third than that paid by all the other companies—six times as much as that paid by the Central, for instance, a road which has received four times as much in bonds. Nor is this surprising when we reflect on the majestic career of Kansas—its rapid increase in wealth and population—the great fertility of its lands, and the rapidity with which it marches to the dignity and grandeur of "The Massachusetts of the West." The completion of the Kansas Road to Denver and its connection with Cheyenne—now a busy Winter's work—make it practically an important branch of a through line to the Pacific, as well as the beginning of a great Southern trunk line. Such a line must soon be built out of the range of disheartening snows and storms, and we incline to the opinion that it cannot have a better route than the thirty-fifth parallel.

### Discussion on Co-operation.

The Association for the Advancement of Science and Art had a meeting last evening at Cooper Institute, at which there was a lengthy discussion on the subject of "Coöperation, or by what means can Labor be secured its greatest Reward?" Mr. WM. B. SCOTT presided, and in a few words contended that cheapness and dearness are money prices, and afford no criterion by which to judge of the value of things to nations; that there are interests in the human mind of an antagonistic nature, and that what a man or nation would not fight to gain, or guard when gained, should not be enjoyed.

Mr. ROOSEVELT, in reply, argued that the science of government was the science of coöperation, and although no Government was ever quite effectual, yet a Government was better than nothing at all. People, he believed, thought too much of the present rather than the future, and first looked to personal gain, forgetting that less selfishness on their part would be more to the benefit of all. An army will act the better when each soldier does his best for the benefit of all, and not for his own private purposes. Money ruled the world, and when it was the self-interest of men to do what was just for all, then, he believed, the millennium would have arrived.

Mr. JOHN D. DISTURNELL was in favor of coöperation, and showed by its effects in various parts of Europe that it had been a great benefit, not only to people, but to cities, and, as an instance of this, he enumerated the many advantages conferred on Como, in Italy, by means of such societies.

Mr. DUGDALE was in favor of coöperation, inasmuch as it tended to infuse a spirit of economy into the workingmen. Where men purchased in a coöperative establishment they thus coöperated and combined together, got articles at proper value, and received periodically a portion of the profits of the concern. But the great drawback was the elective principle, and he believed that to have been the reason of the ruin of many a coöperative institution.

Mr. THURBER, Mr. STAATS, Dr. STELLY, and others, followed, after which the meeting adjourned.

### The Wiard Boiler at the American Institute Exhibition.

*To the Editor of the New-York Times:*

In your notice of the proceedings of the American Institute on Thursday evening you refer to the statement of Mr. NORMAN WIARD, that I had used to his detriment my position as Superintendent of their late exhibition. The facts are that Mr. WIARD put up a boiler in the exhibition, which he proposed to use in such manner that it was liable to explode unless his attachment prevented its doing so. As his attachment depended for its action upon automatic arrangements which had been found unreliable in other cases, I could not hold myself responsible for the safety of the thousands who daily visited the exhibition. I so reported to the Board of Managers, who imposed certain restrictions upon Mr. WIARD, and appointed a committee to investigate the subject. The members of the committee failing to agree and report, the restriction was kept up during the entire exhibition.

Very truly yours,
CHAS. E. EMERY,
Sup't American Institute Exhibition of 1869.

### A Word for Life Insurance.

Too little importance is generally ascribed to the beautiful and efficient science of life insurance by the great mass of the responsible public. Although for the last ten years it has been rapidly growing into favor through the endeavors of that active and energetic class of men, life insurance agents, still, the amount of insurance effected in this country is as but a drop in a bucket of water to what it would be if the people, dismissing all prejudice, would meet and all call in some well-posted agent of known respectability and character, and devote an hour of their leisure time to what might be of more importance to those near and dear to them than months of the closest application to the ordinary business of life.

*The Phoenix Mutual Life Insurance Company* was organized in 1851. During its entire existence it has never had cause to contest a claim. Rapidly increasing in business and popularity—its premium receipts being over $1,300,000 in 1867, against less than $[illegible] in 1866, and issued [illegible] policies in 1867, against about [illegible] in 1866, we consider it one of the safest and best companies transacting business in this City, and would advise parties desiring to insure to call at their branch office, No. 1[illegible] Broadway, under the charge of Mr. JOHN B. DE WITT, resident director.—*Evening Press.*


### Herring's Safes in the FULTON-STREET FIRE.

LETTER FROM MESSRS. DAVID CLOSE & CO.

NEW-YORK, Oct. 29, 1869.

*Messrs. Herring, Farrel & Sherman:*

GENTLEMEN: We have just recovered the Herring's Patent Champion Safe belonging to us from the ruins of the great fire which took place at Nos. 114 and 116 Fulton-street, on the night of the 28th inst., and on opening it, we are pleased to inform you that our books, papers and money were all well preserved—every line and word as perfect as before the fire. We occupied No. 116, and our office was in the rear, consequently the safe was exposed to a very hot fire.

Very truly yours,
DAVID CLOSE & CO.

LETTER FROM CLAYTON, STARR & LINDSEY.

NEW-YORK, Oct. 29, 1869.

*Messrs. Herring, Farrel & Sherman:*

GENTLEMEN: We were unfortunately burned out at the great fire on the night of the 28th inst. at Nos. 114 and 116 Fulton-street. We occupied the third and fourth floors of the building known as No. 116. Our books and papers were well preserved in one of your Champion Safes, which was taken from the burning ruins this morning.

Yours truly,
CLAYTON, STARR & LINDSEY.

HERRING'S PATENT CHAMPION SAFES, the most reliable protection from fire now known.
HERRING, FARREL & SHERMAN, No. 251 Broadway, corner Murray-street, New-York.
FARREL, HERRING & CO., Philadelphia.
HERRING & CO., Chicago.
HERRING, FARREL & SHERMAN, New-Orleans.
—*Advertisement.*

**Ladies Dressing the Hair Elaborately** Will find that BURNETT's COCOAINE will keep it in perfect shape and beauty.—*Advertisement.*

**A. Raymond & Co.,** CLOTHIERS.
Nos. 121, 123 and 125 Fulton-st., corner Nassau.
Every style of fashionable clothing, ready-made and made to order.—*Advertisement.*

WHAT IT IS NOT AND WHAT IT IS.—These truths are self-evident. PHALON'S VITALIA, OR SALVATION FOR THE HAIR is neither sticky like molasses, nor muddy like a gutter puddle. It is, on the contrary, a genial fluid, clear, limpid, aromatic, harmless, and will restore to gray hair, whiskers, beards and mustaches, their original color as certainly as sunshine melts the snow.—*Advertisement.*

**A Remarkable Fact!**
We are now making and using 300 gallons of gas per day in the extraction of teeth, having given it to 38,077 patients without one accident. Practice makes perfect. COLTON DENTAL ASSOCIATION, No. 19 Cooper Institute.—*Advertisement.*

Multitudes of people require an alterative to restore the healthy action of their systems, and correct the derangements that creep into it. Sarsaparillas were used and valued until several impositions were palmed off upon the public under this name. AYER'S SARSAPARILLA is no imposition.—*Advertisement.*

LIEBIG'S EXTRACT OF MEAT.—None genuine without Baron LIEBIG's signature on every jar. The right thing for invalids and healthy use. J. MILHAU'S SONS, No. 183 Broadway, N. Y.—*Advertisement.*

WALTHAM WATCHES.—The best watches to buy and the best place to buy is at FULLER & Co.'s, No. 25 John-st., New-York. A complete assortment always on hand.—*Advertisement.*

T. B. BYNNER & CO., 189 Broadway, New-York watches and jewelry at wholesale.—*Advertisement.*


## THE NEW-YORK TIMES.

### SUNDAY EDITION.

The Sunday edition of the NEW-YORK TIMES has long been regarded as one of the best Sunday papers published in this City. It contains not only the very latest news by telegraph and mail from all points of interest in our own and foreign countries and the freshest local intelligence, but a variety of miscellaneous reading matter, original and selected, which renders it a literary as well as a news journal of interest and value. It still is, as it always has been, the aim of its conductors to admit nothing in its columns which can in the least offend the taste or good judgment of the refined, who justly object to the low sensationalism which has become the feature of too many journals.

The TIMES of to-morrow, (Sunday,) Nov. 7, will contain, among other things, an article entitled:

THE MONEY MART:

A sketch of Wall-street and its surroundings; the street in the olden time and now; an insight into the manoeuvres of brokers; irregular bank transactions; the "lingo" of the street explained; how to go in and when to get out; the stock and gold exchange; the great panic; some fortunes made and lost.

Also, with selections from the current literature, a story entitled "A NARROW ESCAPE;"

Letters from our own correspondents abroad; notes about the stage and its people; editorial articles and paragraphs on live topics, &c., &c.

As an advertising medium the Sunday TIMES is valuable. It circulates largely among the most intelligent class whom advertisers most desire to reach. Advertisements intended for insertion in this edition must be sent in to the TIMES Publication Office as early on Saturday evening as possible to insure proper classification.

### NEW-YORK TIMES FOR EUROPE.

The EUROPEAN EDITION of the NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of news from all parts of the United States up to the latest moment, with such selections from the editorials and correspondence of the TIMES as may have interest for Americans residing abroad and for European subscribers.

Among other features of interest are presented the following:

Political Affairs of the Country, Domestic Correspondence, General Telegraphic News, Scientific Notes, Religious Affairs, Temperance Items, Local News, Washington Advices, General News, &c.


**Coughs and Colds are often Overlooked.**
A continuance for any length of time causes irritation of the Lungs or some chronic Throat Disease. BROWN'S BRONCHIAL TROCHES are offered with the fullest confidence in their efficacy, giving almost invariably sure and immediate relief.
Owing to the good reputation and popularity of the Troches many worthless and cheap imitations are offered, which are good for nothing. Be sure to obtain the true BROWN'S BRONCHIAL TROCHES. Sold everywhere.

**Hair Dye, Hair Dye, Hair Dye.**—The genuine W. A. BATCHELOR'S Hair Dye is the best in the world—the only perfect dye—harmless, reliable, instantaneous, black or brown. Sold everywhere, and properly applied at BATCHELOR'S Wig Factory, No. 16 Bond-st., New-York.

**Goodall's Playing Cards**, new season's beautiful patterns arrived. VICTOR E. MAUGER, sole agent, No. 11[illegible] Reade-st.

**Gents' and Boys' Boots and Shoes.** CANTRELL'S, No. 241 4th-av.

**In this Changeable Climate of Ours** a cold is easily taken, and without due care another will be contracted on top of the one [illegible] another, until the [illegible] attack becomes [illegible]; yet notwithstanding a majority of cases of [illegible] pulmonary disease [illegible] counted for, thousands are now carelessly allowing themselves to drift through the preliminary symptoms, under the fatal delusion that they are troubled with "nothing but a cold." How obvious is it, therefore, that a cold should be carefully cured from its incipiency, and every exertion used to rid the system of its effects! Coughs and colds, pulmonary, bronchial and asthmatic affections, are readily cured by that standard preparation, Dr. D. JAYNE'S EXPECTORANT, and by promptly resorting to it, all fears of dangerous results will soon be dissipated. Sold everywhere.


## MARRIED.

KEELER—SNOW.—At the Fourteenth-st. Presbyterian Church, on Wednesday, Nov. 3, by Rev. H. D. Northrop, HENRY A. KEELER to LOTTIE A., second daughter of Mrs. Marie L. Snow, and granddaughter of the late Francis D. Allen.

LYON—WATSON.—At Elizabeth, N. J., on Wednesday evening, Nov. 3, by Rev. Benjamin F. Watson, of the Church of the Annunciation, Philadelphia, Penn., JOSEPH LYON to LAVINIA A., eldest daughter of Alexander M. F. Watson, all of the former place.

MCCREERY—BROWER.—On Tuesday, Nov. 2, 1869, at the Reformed Dutch Church, corner of 5th-av. and 29th-st., by Rev. T. W. Chambers, D. D., Rev. CHARLES H. MCCREERY, of Chetopa, Kansas, to CORNELIA LAWRENCE, daughter of John I. Brower, of this City.

THURSTON—SAMPSON.—On Thursday, Nov. 4, by Friends' ceremony, WILLIAM R. THURSTON, Jr., to MARIA H., daughter of Alden Sampson.

WILSON—COGSWELL.—At the residence of Mr. Andrew Kirkpatrick Cogswell, New-Brunswick, N. J., on Wednesday, Nov. 3, by Rev. W. H. Campbell, D. D., LL. D., President of Rutgers College, assisted by Rev. Dr. Neil, General JAMES GRANT WILSON to JANE EMILY SEARLE, daughter of the late Rev. Dr. Cogswell.

## DIED.

BOOTMAN.—On Thursday, Nov. 4, ELIPHALET BOOTMAN, in the 69th year of his age.
The relatives and friends are respectfully invited to attend the funeral from St. John's Chapel, (Varick-st.,) on Saturday afternoon, at 2½ o'clock, without further notice. The remains will be taken to Newburg for interment.
☞ Orange County papers please copy.

DEMAREST.—On Thursday, Nov. 4, PETER A. DEMAREST, aged 29 years, 7 months and 4 days.
The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, No. 62 Charlton-st., on Saturday, the 6th inst., at 1 o'clock P. M.
☞ Paterson papers please copy.

DODGE.—On Wednesday evening, Nov. 3, AUGUSTA CLEMENTINA, daughter of Richard J. and Henrietta Dodge.
Friends are invited to attend the funeral on Saturday, at 2 o'clock P. M., from No. 73 Clark-st., Brooklyn.

HARRISON.—On Wednesday, Nov. 3, after a short illness, (inflammation of the lungs,) THOMAS HARRISON, aged 47 years, 2 months and 19 days.
The relatives and friends of the family, members of Polar Star Lodge No. 245, F. and A. M., also members of General Society of Mechanics and Tradesmen, are respectfully invited to attend the funeral from his late residence, No. 124 West 13th-st., on Saturday afternoon, at 1 o'clock.

HEALY.—On Friday morning, Nov. 5, at Flushing, L. I., WILLIAM HEALY, son of the late Dr. Joshua L. Healy.
Funeral services at his late residence, Flushing, L. I., on Sunday, Nov. 7, at 2 P. M. The friends and relatives are respectfully invited to attend, also the members of Cornucopia Lodge No. 563, and Kentalpha Chapter No. 236. Train leaves Hunter's Point at 1:30 P. M.

LACEY.—At Milford, Conn., on Friday, Nov. 5, Mrs. LAURA B. LACEY, widow of the late David Lacey, aged 76 years and 6 months.

NEWKIRK.—On Thursday, Nov. 4, JANE NEWKIRK, in the 68th year of her age.
Relatives and friends are invited to attend the funeral from the Chapel of the New-York Orphan Asylum, on Saturday, Nov. 6, at 11 o'clock A. M.

PERINE.—On Friday morning, Nov. 5, PETER PERINE, aged 75 years.
His friends, and the friends of his family are respectfully requested, without further notice, to attend his funeral at his late residence, No. 106 East 28th-st., on Sunday, Nov. 7, at 5 P. M.

PELL.—On Thursday, Nov. 4, of consumption, ISAAC G. PELL, in the 32d year of his age.
The relatives and friends are respectfully invited to attend the funeral from his late residence, at City Island, on Sunday, Nov. 7, at 2 o'clock.

PANGBURN.—On Friday, Nov. 5, GEORGE WASHINGTON, infant son of Jeremiah and Margaret E. Pangburn, aged 10 months and 12 days.
The friends and relatives of the family are respectfully invited to attend the funeral on Sunday, the 7th inst., from the residence of his parents, No. 65 Perry-st., without further notice.

SWANSON.—In Cedar Valley, Polk County, Ga., on Thursday, Oct. 28, Rev. J. F. SWANSON.

VOORHIS.—At Spring Valley, Bergen County, N. J., on Thursday, Nov. 4, HENRY H. VOORHIS, in the 81st year of his age.
The relatives and friends of the family are respectfully invited to attend the funeral from the South Church at Schraalenburg, on Sunday morning, at 10½ o'clock.

WILSON.—In Brooklyn, on Thursday, Nov. 4, MARY A. HYLTON, wife of Captain Thomas W. Wilson, in the 48th year of her age.
Friends of the family are invited to attend the funeral from St. Mary's Church, Classon-av., Brooklyn, on Monday, the 8th inst., at 2 o'clock.

## MISCELLANEOUS.


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GRAND, SQUARE AND UPRIGHT
PIANO-FORTES.
Indorsed by the first artists—PAREPA-ROSA, KELLOGG, TOPP, BRIGNOLI, THEO. THOMAS, MILLS, PATTISON, BRISTOW, SANDERSON, MARETZEK and others, as the
LEADING PIANO-FORTES IN AMERICA.
Hence the unparalleled and enormous increase in their sale of
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A winter home and resort for persons desiring a mild Winter climate. For circulars and other information address until Oct. 15 SETH ROGERS, M. D., Pomfret, Conn., or OLIVER F. HARRIS, Worcester, Mass.; after that date ROGERS & HARRIS, Magnolia, East Florida.

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12,673 Magnificent Books, Fine Bindings, AT OUR PRICE.
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MUNN & CO., Editors *Scientific American*, No. 37 Park-row, New-York, have had nearly twenty-five years' experience in obtaining
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**GEO. A. PRINCE & CO.'S ORGANS AND MELODEONS**—With improvements exclusively our own, covered by TEN PATENTS. Prices from $50 to $600. The oldest and largest Manufactory in the world. 45,000 instruments now in use. For Catalogues and Price Lists, address, Buffalo, N. Y., or Chicago, Ill., or
S. T. GORDON, New-York,
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**A.—U. S. FIRE EXTINGUISHER.**—Same as supplied to the N. Y. Fire Department. Always ready for instant use. No building safe without it. Beware of worthless inventions. U. S. Fire Extinguisher Co., No. 8 Dey-st., N. Y.

**HOTHOUSES AND SKYLIGHTS** painted and glazed in the best manner; charges reasonable. From long experience, I can warrant my work free from leakage. All country orders attended to at short notice. P. FLAHERTY, No. 156 Reade-st.

**SQUIRE & LANDER, NO. 97 FULTON-ST.**, New-York, is the best place to buy reliable watches, fine diamonds, choice jewelry and silver ware. Diamonds a specialty.

**LOOK AT KELTY'S ADVERTISEMENT** in [illegible] part of this paper.

## MISCELLANEOUS.

**PREPARE FOR A SENSATION!**
A Romance of the Period, destined, it is believed, to excite an intense interest in the minds and hearts of the reading public, will be commenced in the
SUNDAY MERCURY
OF
TO-MORROW.
It portrays with [illegible] force the workings of the master passions of human nature, good and evil, and is entitled,
PERDITA;
OR,
FAIR AND FALSE.

The author is FAIRFAX BALFOUR, one of the most vigorous and popular of that new order of novelists, the freshness and boldness of whose style has thrown the drawlers of the old school completely into the shade. His stories already published, among which may be mentioned "Nellie; or, The Companions of the Chain," "Three Women," "Ida; or, The Pearl of Rock Cliff," &c., have obtained a wide celebrity, but in the opinion of competent critics who have read this latest production of his genius in manuscript, it far surpasses them all. The whole of the
ADVANCE SHEETS
having now been received from London, in fulfillment of a costly contract made with the author before the work was completed, the first installment, as already stated, will appear in the
NATION'S SUNDAY NEWSPAPER
of to-morrow. By this arrangement the distinguished novelist secures a copyright price for the offspring of his brain on this side of the Atlantic, and has the advantage of being read simultaneously in the Old World and in the New, as well as of obtaining a fair compensation for his mental labor from both hemispheres.

Fairfax Balfour belongs to that brilliant and powerful class of imaginative writers, the great merit of whose stories consists in graphic delineations of character, admirably conceived plots, striking situations and incidents, rapid and continuous action, and the absence of those tedious digressions, which, like the long pauses between the acts of a play, are universally regarded as nuisances in this stirring, wide-awake age. In these respects he takes rank with Charles Reade and Miss Braddon, while in the skill he evinces in provoking curiosity, piling mystery upon mystery, and happily unraveling the web of wonders he so cunningly weaves, he resembles Wilkie Collins. So far each one of his novels has been an improvement on the preceding, and, beyond question, "PERDITA; Or, FAIR AND FALSE," both in its conception and execution is the best he has ever written.

This story opens on a foggy, starless night, in a tumble-down old hut, in a squalid suburb of London, a sort of amphibious abode built of old ship-timbers, amid the mud and ooze of a creek running into the Thames. The inhabitants of the hovel are a rough, sinister-looking fellow of Herculean proportions, and a fragile little girl, some 7 or 8 years old, intelligent beyond her years, but utterly destitute of moral feeling and of every natural attribute of childhood, except beauty. The man is a tinker by profession, and a general depredator in practice. A "pal" of the tinker enters the hut; a burglary is planned; and on the next night the two ruffians and the child set out through the fog and darkness on their desperate enterprise. The child is introduced into the garden of the mansion they intend to plunder, and subsequently into the dwelling itself, the door of which she opens and admits her confederates. They are discovered in the act of entering by the master of the house, Sir Walter Avenel. The tinker is shot through the heart, his accomplice escapes and the little girl remains a prisoner in the hands of Sir Walter and his servants. Nothing can be more vivid and exciting than the manner in which the scene in the hovel, the night tramp to the place of rendezvous, the stealthy raid upon the premises and the encounter in which the child's protector falls are described. Sir Walter Avenel and his lady become greatly interested in their little captive. They adopt her and give her the name of PERDITA. She grows up a miracle of beauty, and is as perfidious as she is beautiful, a Mephistopheles in petticoats. In her varying fortunes and the adventures, mystifications, jealousies and crimes incident to her wild and terrible career centres the chief interest of the story. She is at once the star of fashionable society and the heroine of low life—playing a double part—unsuspected by her patrician friends—with the most consummate skill and subtlety. Fair as false, and false as fair, she ensnares whom she will, makes men her tools and playthings, and under the cloak of apparent simplicity and candor outwits the sharpest of her sex. Whoever makes her acquaintance in Fairfax Balfour's fascinating story is morally certain to accompany the beautiful enchantress to the end of the final chapter of her strange, eventful history, which assuredly has no parallel in the whole field of romance. Nevertheless she is no fanciful impossibility, but a living entity; and although the reader may have never met with her *fac simile* in real life, he will admit that the "right side" of human nature exhibited in the character, is still human nature. Nothing human is all evil, and the novelist has not left the deep shadows of Perdita's moral depravity without here and there a light—has not placed her absolutely beyond the pale of reclamation. Hence, there seems to be room for a hope that she may in the end be "a brand snatched from the burning;" but as it is not the purpose of this sketch to anticipate the developments of the story, no one will here be given her ultimate fate. No story reader cares to be told in advance how the tale that interests him is to end; and, as there is no "foolish" to be "skipped" in the intensely interesting narrative, and every chapter strengthens the fascination which it exercises over the imagination from the very beginning, it would be inexcusable, while thus bespeaking attention to its prominent features, to disclose the finale.

A greater variety of characters, both in high and low life, is probably not to be found in any modern romance. Every dormant passion of humanity has its embodied representative in the story, and in place of the automaton figures that stalk through the pages of commonplace fiction, the author brings us in contact with genuine men and women, good and bad, whose sayings and doings, however extravagant, are consistent with the social positions, passions, instincts and objects assigned to them. They do not strike the reader as the manufacture of Nature's journeymen, because of their imitating human nature "so abominably."

The descriptive talent of Fairfax Balfour is of a high order. Take, for example, the following picture of a foggy night in London:

"Night had descended upon the great city, obliterating all things as a moistened sponge erases the figures on a slate. All had disappeared, houses, palaces, churches, monuments, and even misery, that constant occupant of the London streets, was rendered invisible by the thick vapor that, rising [illegible] ward from the steaming earth, blotted out moon and stars. The rain was falling in torrents and a cold wind swept the surface of the river without dispersing the drifting fog-clouds whose gliding forms were ceaselessly recruited from marshland, pool, stagnant dock, mud bank, and slimy river. It was a night to appreciate the comforts of home, to draw the window curtains close, and after having peeped into our slumbering children's rooms, to place our slippered feet on the fender, and with faces reddened by the glow of the fire, pity those wretches who, hungry and houseless, must shiver through the night.

"A night when misery creeps for shelter into doorways and under the parapets of bridges, or 'mad for life's history,' seeks still surer shelter beneath the dark waters of the river. It was a wild night anywhere, but it appeared doubly so in that lonely spot, that wilderness of black mud and stagnant water in which was situated the hovel of the cripple."

The opening chapter, in which one of the gloomiest suburbs of the Great Metropolis is depicted with wonderful fidelity, is scarcely inferior to the famous sketch of a river-side night scene in Dickens' latest romance, "Our Mutual Friend," and it is evident that Balfour, as well as Dickens, is well acquainted with the localities he describes, and has carefully studied the habits and manner of life of the outcasts of society who burrow in them. Touches of quaint and genuine humor relieve the terrible and pathetic portions of the story; for the author has a keen an appreciation of the comic side of human character as of its darker idiosyncrasies.

As it is confidently anticipated that "PERDITA; Or, FAIR AND FALSE," will suit the popular taste and obtain a wide celebrity, the edition of to-morrow's SUNDAY MERCURY will be increased by many thousands in order to meet the expected demand.

The public, not only of the City of New-York, but throughout the whole country, are always on the qui vive for the original stories by eminent foreign writers which grace, from time to time, the columns of the GREAT SUNDAY NEWSPAPER, and each new addition to the grand library of modern fiction comprised in this department of the journal adds largely and permanently to its circulation, and thus directly augments its value as an advertising medium as well as to its literary interest. Within the year now drawing to a close the SUNDAY MERCURY has received vast accessions to its subscription list, and the receipts for each issue, as shown by the recently published financial statistics of the Newspaper Press, derived from the official record of the Internal Revenue Department, exceed those of any daily paper printed in the United States. Among all the weeklies which can properly be called newspapers, it stands first and foremost; while its relative circulation, as compared with that of all the other (so-called) Sunday Newspapers published in this City, is in the proportion of about FIVE to ONE.

The causes to which the
SUNDAY MERCURY
owes its prestige and influence are obvious. It covers more ground than any other journal, daily or weekly, published in America, and in fact in any part of the world. Its exhaustive
SKETCHES OF METROPOLITAN LIFE,
in which every phase of society is brought, as it were, under the microscope, and submitted in detail to the curious eyes of the reading world; its comprehensive
THEATRICAL AND SHOW NEWS,
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TO-MORROW'S ISSUE
of the SUNDAY MERCURY will be the largest by several thousands that has ever yet been printed; but notwithstanding this, it will be well for those who desire to make sure of reading the initial chapters of
PERDITA;
OR,
FAIR AND FALSE,
to obtain their copies early in the morning.


## NEW PUBLICATIONS.


**IMPORTANT HISTORICAL WORKS**
PUBLISHED THIS DAY.

I.

*EDINBURGH REVIEW.*—"The BEST History of the Roman Republic."
*LONDON TIMES.*—"BY FAR THE BEST History of the Decline and Fall of the Roman Commonwealth."

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## NEW PUBLICATIONS.

**HARPER & BROTHERS**, New-York,
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THE POLAR WORLD;
A POPULAR DESCRIPTION OF
MAN AND NATURE IN THE ARCTIC AND
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II.

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"Mr. Yates deserves credit—weary novel-readers will say the very highest credit—for stepping out of the well-worn track of love stories, for depicting women under the influence of passions other than love and with ends other than marriage. Marian Ashurst is a very Harriet Routh, that strangely attractive figure whom Balzac might have painted—a woman in whom a righteous but dominant love had killed conscience; but she is, nevertheless, up to her marriage, one whom a student of character can watch with pleasure, if not with admiration, as a real being."—*Spectator.*

☞ HARPER & BROTHERS will send either of the above works by mail, postage prepaid, to any part of the United States, on receipt of the price.

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Thirteen Adams' presses, with two sets of hands working day and night, and the entire force of the largest and best bindery in New-York City are utterly incompetent to keep up with the rush for these two great books.
The PRINTERS are black and grimy with ink and perspiration (which they don't get time to wash off)—the BINDERS are covered with paper shavings and paste (with no time to "clean up")—and the Poor Limner is half dead with applications and orders, beggings and threatenings for VASHTI and PHEMIE.
The supply don't begin to equal the demand. And telegraph orders are for one thousand copies, and no one seems to want less than five hundred to start with.
WHERE AND WHEN WILL THIS ALL END?
AN APPEAL!
The wretched Publisher has no resource but to make this APPEAL—and to beg that those people who have not had their orders filled will wait patiently until enough copies have been manufactured, to "go round."
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## POLITICAL.

UNION REPUBLICAN EXECUTIVE COMMITTEE.—Special Meeting THIS (Saturday) EVENING, Nov. 6, at Headquarters, Broadway and [illegible], at 7½ o'clock.
GEO. H. VAN BRUNT, Chairman.
A. E. LANCE, Secretary.

## REAL ESTATE TRANSACTIONS.

There was a very fair attendance at the Salesroom yesterday. But two sales were made, amounting in all to $63,430. The four-story house and lot, No. 29 Park-avenue, sold for $63,000. The other sales were unimportant.

To-day the auctioneers and regular attendants will have an interval of rest; no sales will be attempted, and the echoes of the cheerful basement will not be disturbed.

On Tuesday next, 11th inst., Messrs. JOHNSON & MILLER have quite an extensive sale of Brooklyn property consisting of fifty valuable building lots, being part of the block bounded by East New-York and Utica avenues and Furnald-street. East New-York-avenue is the principal thoroughfare leading to the grand southeasterly entrance of Prospect Park. The property to be sold is located within twenty-five minutes' drive of the South or Hamilton-avenue ferries, over Union-street, a very fine avenue, which is paved with Nicolson pavement, and runs direct from the ferry through Prospect Park, thereby bringing the property almost at the doors of New-York City. The grades are good and the property as desirable for investment as any now in the market. Many wealthy capitalists from New-York and Hartford, Conn., have made large purchases in the vicinity.

Also, at same time and place, the balance of the property situated at Great Neck, L. I., formerly belonging to Hon. BENJAMIN WOOD, consisting of 180 desirable lots. All of the above property will be sold absolutely regardless of price. Maps and particulars at the office of JOHNSON & MILLER, No. 25 Nassau-street, New-York.

The same day Messrs. WYCKOFF & LITTLE have a sale of ninety-five lots in the Ninth Ward, Brooklyn, at Flatbush and Fulton avenues and McDonough-street. Maps and particulars are now ready at the auctioneers' offices, Nos. 74 Cedar-street, and 151 Montague-street, Brooklyn.

The same day Messrs. E. H. LUDLOW & Co. will, by order of WM. LAIMBEER and ZACHARIAH DEDERICK, executors of JEREMIAH CARHART, deceased, sell the three-story, basement, and sub-cellar brick high-stoop house and lot, No. 216 East Nineteenth-street, south side, near Third-avenue; house, 20.6 by about 50 feet; party walls both sides; lot 20.6 by 92.9. $10,000 may remain on bond and mortgage for three or five years. Also, at the same time, by order of the Supreme Court, under the direction of J. L. LEFFERTS, referee, the valuable extra large lot with building known as No. 136 Duane-street, south side, between West Broadway and Hudson-street, being 24 feet front, 46.6 rear, 136.2 in depth, and having a frontage on Hudson-street.

Other interesting sales will be made during the week, particulars of which will be given hereafter.

### Auction Sales Yesterday.

NEW-YORK.

*By Muller, Wilkins & Co.*

| | |
|---|---|
| 4-story house and lot, No. 29 Park-av., 74.9 ft. s. of e. 36th-st., lot 24x105 | $63,000 |
| 1 lot s. s. 58th-st., 125 ft. e. of 7th-av., 25x100.5 | 11,000 |
| 1 lot adjoining, 25x177.5 | 11,050 |
| 1 lot adjoining, 25x171.6 | 11,370 |

*By E. F. Raymond.*

| | |
|---|---|
| House and lot, e. s. of 9th-av., 98.4 ft. n. of 42d-st., lot 25x25 | $7,000 |

### Transfers of Real Estate.

NEW-YORK.

| | |
|---|---|
| Clinton-st., w. s., 100 ft. n. of Houston-st., 25x100 | $30,500 |
| 59th-st., n. s., 425 ft. w. of 5th-av., h. and l., 25x100 | 70,000 |
| 52d-st., n. s., 300 w. of 1st-av., h. and l., 18x100.5; 52d-st., n. s., adjoining above, on west, 1x100.5 | 40,000 |
| 54th-st., n. s., 225 ft. w. of Broadway, h. and l., 20x100.5 | 17,000 |
| [illegible]-st., s. s., 425 ft. e. of 7th-av., 50x100.5 | 75,000 |
| 50th-st., n. s., 300 ft. w. of 10th-av., 50x100.5 | 4,500 |
| 50th-st., n. s., 375 ft. w. of 2d-av., 25x100.5 | 4,000 |
| 51st-st., n. s., 80 ft. w. of 2d-av., 20x100.5 | 3,500 |
| 129th-st., n. s., 140 ft. e. of 6th-av., 25x99.11 | 3,150 |
| 150th-st., n. s., 200 ft. w. of 10th-av., 200x½ block; 150th-st., n. s., 500 ft. w. of 10th-av., indefinite | Nom. |
| Avenue A and 121st-st., n. w. corner, 25.2x100 | 3,500 |
| Avenue A and 121st-st., n. w. corner, 25.2x100 | 3,600 |
| Lexington-av., w. s., 50.5 ft. n. of 58th-st., h. and l., 20x70 | 25,000 |
| 3d-av., w. s., 25.5 ft. n. of 59th-st., 25x100 | 3,075 |

Leases Recorded.

| | |
|---|---|
| Broadway, No. 397, 2 years, per year | $4,500 |
| Broadway, No. 192, 3 years, per year | 5,500 |
| 17th-st., n. s., 222.6 ft. e. of Avenue A, 100x92, 2½ years, per year | 900 |

KINGS COUNTY.

Brooklyn.

| | |
|---|---|
| Commercial-st., n. s., adjoining Newtown Creek, 475x30 | $20,000 |
| Gerry-st. and Harrison-av., s. e. corner, 25x100 | 4,000 |
| Hunter-st., w. s., 100 ft. n. of Putnam-av., 100x200; Clarkson-st., s. s., 100 ft. e. of Bedford-place, 200x100 | Nom. |
| Johnson-st., s. s., 100 ft. e. of Ewen-st., 25x100 | 2,500 |
| Monroe-place, w. s., 125 ft. s. of Clark-st., 25x100 | 10,500 |
| Navy-st., w. s., 223.4 ft. s. of DeKalb-av., 40x100 | 10,000 |
| Palmetto-st., n. w. s., 275 ft. n. e. of Knickerbocker-av., 25x100 | 100 |
| President and Van Brunt sts., s. e. cor., 25x30 | 40,000 |
| Ryerson-st., e. s., 125 ft. s. of DeKalb-av., 200x100 | 12,000 |
| Skillman-st., e. s., 225 ft. n. of Tillary-st., 200x100 | 8,500 |
| Skillman-st., e. s., 425 ft. n. of Tillary-st., 100x180 | 5,500 |
| Smith and Jackson sts., s. w. cor., 25x100 | 1,600 |
| Trotter-st., e. s., 180 ft. s. of Grand-av., 20x100 | 14,000 |
| Van Buren-st. and Lewis-av., n. e. cor., indefinite triangle | 1,800 |
| Varet-st., n. s., 150 ft. e. of Smith-st., 25x100 | 1,000 |
| Webster-place, e. s., 145.7 ft. n. of Middle-st., 18x55 | Nom. |
| Wyckoff-st., s. s., 300 ft. e. of Bond-st., 20x100 | 4,500 |
| North 2d-st., s. s., 75 ft. w. of Smith-st., 25x100 | 1,200 |
| North 5th-st., s. s., 125 ft. e. of 5th-st., 25x100 | 5,000 |
| North 4th and 2d sts., s. e. cor., 25x80 | 1,400 |
| 7th-st., s. e. s., lot No. 2,782 Ewen's map, 25x100 | 775 |
| [illegible]-st., e. s., 114.4 ft. n. of Division-av., 17.8x101.10x22.4x96.6x22.6 | 12,500 |
| 14th-st., s. w. s., 260 ft. n. w. of 3d-av., 18x30 | 3,500 |
| Lee-av., e. s., 25 ft. n. of Hooper-st., 50x44x20x67x100x22 | 3,000 |
| Myrtle-av., s. s., 45 ft. e. of Hamilton-st., 100x46x18x100x118x54 | 15,000 |
| Portland-av., e. s., 88.2 ft. s. of Fulton-av., 72x98.3x80x126.6x70.2x60x156.10 | 40,000 |
| Van Sicklen-av., e. s., 100 ft. s. of Broadway, 25x100 | 300 |
| 5th-av., s. e. s., 25 ft. s. w. of 21st-st., 25x100 | 1,610 |
| 10th-av. and 20th-st., s. w. corner, 100x100 | 1,500 |
| New-Utrecht, Browne-place, lots Nos. 29, 28, 30, 28½x281.4x100.1x286.5 | 3,200 |

QUEENS COUNTY.

Jamaica.

| | |
|---|---|
| Pear Tree-av., lot No. 35, Brooks' map, 24x125 | $200 |

Whitestone.

| | |
|---|---|
| Broadway and Kissam-av., n. w. corner, 50x140; Clintonville-av., s. s., lots Nos. 66 and 67, 50x140 | $450 |
| Kissam-av., w. s., 124 ft. s. of Clintonville-av., 50x400 | 180 |

NEW-JERSEY.

Newark.

| | |
|---|---|
| Downing-st., n. s., 55 ft. e. of Madison-st., 25x25 | $1,000 |
| Elm-st., n. s., 28 ft. w. of Monroe-st., 25x100 | 3,000 |
| Market-st., n. s., 40 ft. e. of Broad-st., 20x60 | 22,000 |
| New-st., n. s., 77 ft. w. of Newark-st., 25 ft. front | 1,300 |

Bloomfield.

| | |
|---|---|
| New-st., w. s., 175 ft. n. of Montgomery-st., 50x30 | $200 |

Clinton.

| | |
|---|---|
| Myrtle-av., w. s., indefinite, 200x300 | $5,000 |
| Plot adjoining Abiel Hays', 19 60-100 acres | 11,000 |

Montclair.

| | |
|---|---|
| Grant-st., s. s., indefinite, 75 ft. front | $2,000 |
| Ridgewood-av., e. s., 545 ft. e. of Park-av., 75x304 | 1,550 |

Woodside.

| | |
|---|---|
| Bird-av., s. s., indefinite, 165x165 | $800 |

Orange.

| | |
|---|---|
| Day-st., e. s., indefinite, 50 ft. front | $2,500 |

Hudson City.

| | |
|---|---|
| Lots Nos. 20, 21, 22 and 23, block No. 9, Van Vorst's map | $2,000 |
| Lot No. 13, block No. 5, Heppe & Weber's map, 25x100 | 300 |

Hoboken.

| | |
|---|---|
| Lots Nos. 1, 6, 7 and 8, block No. 48, Coster's estate, 100x100 | $4,000 |
| Lots Nos. 1 to 16, block No. 46, Coster's estate | 5,000 |

Greenville.

| | |
|---|---|
| Lot No. 6, block No. 28, map Greenville Grove, 25x100 | $875 |
| Lot No. 24, block No. 2, map Greenville Grove, 25x100 | 400 |

Union.

| | |
|---|---|
| Fulton-st., n. s., adjoining Gardner's, 27x100 | $134 |

## CITY REAL ESTATE.

FOR SALE,

At a great bargain,

A VALUABLE HOTEL PROPERTY ON WEST-ST., NEAR FULTON, AND TWO STORES ADJOINING.

A great opportunity for investment, either for mercantile or hotel purposes.

Inquire of HOMER MORGAN, No. 2 Pine-st.

FOR SALE TO CLOSE AN ESTATE.—The executors of Thomas C. Morton, deceased, offer for sale, with possession May 1, 1870, the large corner store and lot in fee No. 93 William-st., to east corner of Platt-st., 32.5 1-7 feet front, 28 feet rear by about 73.6 feet in depth. This is one of the most eligible chances for investment, improvement and large [illegible] in the market.

Also, the first-class store and lot in fee No. 71 John-st., about 25x25, four stories in height; possession May 1. Inquire of HOMER MORGAN, No. 2 Pine-st.

HOUSE, FURNITURE AND STABLE for sale in 50th-st., between 5th and 6th avs.—A first-class four-story brown-stone house, built in the best manner and finished in hard wood; it is 25x50 feet, with library extension, and is in perfect order throughout; lot full depth; will be sold as it stands, handsomely furnished, and also detached stable. Apply to E. H. LUDLOW & CO., No. 3 Pine-st.

LARGE CORNER ON BROADWAY—For sale a large and valuable corner, fully improved, on the west side of Broadway, near Stewart's upper store; will exchange for good railroad or other bonds, or good City property in part payment. Inquire of HOMER MORGAN, No. 2 Pine-st.

FOR SALE—BROWN-STONE HOUSE, IN West 49th-st., in good order; rents for $1,400; price $21,000; terms easy. Apply to A. JOURNEAY, No. 3 Pine-st.

[illegible] NEW [illegible] FOR SALE.—[illegible]

## COUNTRY REAL ESTATE.

A. B. BELLNICK, JR., & BRO., NO. 6 Pine-st., call attention to their descriptive lists of New-Jersey property, just issued, in which may be found every variety of desirable building lots, as well as improved and eligible homesteads to suit the means of all buyers. These books are handsomely illustrated, and contain the time-tables and commutation rates of all New-Jersey railroads leading to the City. They are furnished free of charge.

ORANGE, N. J.—VILLAS, VILLA SITES and farms, a great variety, beautifully situated one hour from N. Y., for sale low. Also, country seats and houses to let for the season, or year, by BLACKWELL & SMITH, 243 Broadway, N. Y., 9 to 11 A. M.; Orange, corner Main and Cone sts., 1 to 5 P. M.

TWO OF THE CHEAPEST AND MOST desirable country seats and farms on Hudson River for sale; east side, two hours from City. Apply at No. 65 Warren-st.

## DWELLINGS TO LET.

TO LET—IN RIERA PARK, SUMMIT, ONE hour's ride by Morris and Essex Railroad, three minutes' walk from depot, two newly-furnished houses, having all conveniences for winter, and stables; rent moderate. J. RIERA, Summit, N. J.

TO LET—FOR ONE, TWO OR THREE years, No. 15 West 20th-st.; 25x100; house brown stone, four stories; unfurnished; doctor's office reserved. Apply from 2 to 4.

## STORES, &C., TO LET.

A LARGE FRONT BASEMENT, SUITable for a physician's office; also a handsome front parlor and bedroom on the second floor, and single rooms for gentlemen on the third floor, to let, without board, at No. 22 University-place; references exchanged.

TO LET OR LEASE—FOR A TERM OF years, the building No. 882 Broadway, between 17th and 18th sts., with immediate possession. For further particulars and terms apply to H. H. CAMMANN, No. 21 Pine-st.

OFFICES TO LET.—TWO FRONT ROOMS on the second floor of No. 2 New Chambers-st. Inquire on the premises of BEKOW & VOIGT, or of W. L. CONKLIN, No. 18 6th-av.

## HOUSES & ROOMS WANTED.

WANTED TO PURCHASE—A FOUR-story high-stoop stone or brick house, with or without stable, between 5th and Madison avs. and 20th and 40th sts., not less than 25 feet wide, unfurnished; possession in November. Address box No. 628 Post Office, stating lowest cash price, with description and location.

WANTED—FOR WINTER, A THOROUGHly-furnished first-class house, between 18th and 20th sts., near 5th-av.; best of reference given. Address Post Office Box No. 1, Astoria, L. I.

WANTED—BETWEEN 12TH AND 20TH STS., a stable that will accommodate eight horses and carriages. Address Box 1, Post Office, Astoria, L. I.

## REAL ESTATE AT AUCTION.

J. JOHNSON, JR., Auctioneer.

BY JOHNSON & MILLER, NO. 25 NASSAU-ST., NEW-YORK. TUESDAY, NOV. 9, at 12 o'clock at Exchange Salesroom, No. 111 Broadway.

IMPORTANT ABSOLUTE SALE. FIFTY CHOICE BUILDING LOTS, adjoining the CITY OF BROOKLYN, being part of the block bounded by EAST NEW-YORK AND UTICA AVS. AND FURNALD-ST.

East New-York-av. is the principal thoroughfare leading to the grand southeasterly entrance of Prospect Park. The property to be sold is located within 25 minutes' drive of the South or Hamilton-av. Ferries, over one of the finest avenues in the United States, viz., Union-st., which is paved with Nicolson pavement and runs direct from the ferry through Prospect Park, thereby bringing the property almost at the doors of New-York City. The lots will rent for garden purposes for more than the annual taxes. The grades are good and the property as desirable for investment as any now in the market. Many wealthy capitalists from New-York and Hartford, Conn., have made large purchases in the vicinity.

Also, at same time and place,

BALANCE OF THE PROPERTY SITUATED AT GREAT NECK, L. I., formerly belonging to Hon. BENJ. WOOD, consisting of 180 DESIRABLE LOTS.

All of the above property will be sold absolutely, regardless of price.

Maps and particulars at the office of JOHNSON & MILLER, No. 25 Nassau-st., New-York.

SALE OF THE UNITED STATES ARMORY AND OTHER GROUNDS AT HARPER'S FERRY, WEST VA., AND VICINITY.

ORDNANCE OFFICE, WASHINGTON, Sept. 13, 1869.

In pursuance of the act approved Dec. 15, 1868, and by direction of the Secretary of War, the property of the United States at Harper's Ferry, West Va., and vicinity, will be sold by public auction, on TUESDAY, the 30th day of November, 1869, commencing at 10 o'clock A. M., and continuing from day to day until all is sold.

The value of this property for manufacturing purposes is so well known as to render it unnecessary to describe it herein, but a description of the same is being prepared, and will be sent to persons who may wish it, as soon as it is printed, upon their applying by letter to this office.

The property will be sold in lots. The first will include the Musket Factory, embracing a strip of land running to the western boundary, on the Potomac, the Armory Canal, and water power of the river. The walls of two large buildings are standing on the ground, and the foundations of several others; and the water-wheels, with gearing, and the flumes are in almost perfect order. Three of them are turbines, of the most approved kind, and the others are mostly cast iron with wooden buckets.

The second will be the site of the Rifle Factory and water power on the Shenandoah, the buildings upon which have been destroyed, but the canal is in good order.

The third will be the Shenandoah Ferry, with a tract of 85 acres of land on the south, and a lot on the Harper's Ferry shore opposite.

The fourth will be the perpetual right to cut and remove wood from a tract of 1,395 acres mountain land across the Shenandoah.

The fifth will be the right to dig iron ore from a tract of about 1,200 acres of land known as Friend's Ore Bank, acquired by deed from Henry Lee and others.

The remainder, consisting of houses and lots in the town, will be sold lot by lot.

The Government will convey to the purchasers, after payment shall have been made in full, all its right and title to the property, which is believed to be perfect in every case.

The terms of sale, prescribed by law, are a credit of one and two years, the purchasers to give bond and security for the payment of the purchase money; and these terms must be complied with within ten days after the sale.

A map, showing the metes and bounds of the Harper's Ferry property, will be exhibited at the time of sale.

The Government reserves the right to withdraw any or all lots offered, if the bids are not satisfactory.

A. B. DYER, Brevet Major-General, Chief Ordnance.

NOTICE TO DELINQUENTS.

Persons who purchased lots in 1852, and have not fully paid for them, are notified that if they pay what is due before the day of sale, the lots will be deeded to them, otherwise they will be resold.

A. B. DYER, Brevet Major-General, Chief Ordnance.

YONKERS PROPERTY FOR SALE.—By order of the Supreme Court.—In partition.—The valuable farm formerly occupied by Peter A. Cowdrey, deceased, consisting of about 150 acres, with the dwelling house and outbuildings thereon, situate on the road leading from the Tuckahoe road to Mile Square, will be sold, on the premises, by JAMES M. MILLER, auctioneer, on TUESDAY, 16th November, inst., at 1 o'clock P. M.

This farm is distant about 2½ miles from West Mount Vernon Station, on the Harlem Railroad, and about three miles from the village of Yonkers, and is in the immediate neighborhood of new railroad lines now in contemplation. There are upon it many beautiful building sites, with very commanding views, and the land will be sold in parcels varying from five to twelve acres each, according to a map, which may be examined at the office of the subscribers or of the auctioneer. A new road has been lately laid out from Yonkers to Bronxville, crossing Central-avenue and winding across this farm in the most advantageous manner, and which will reduce the distance from Yonkers to about two miles. This new road is now staked out, and the land will be sold with fronts upon it wherever available.

For terms of sale and all other information inquire of W. L. & F. H. COWDREY, No. 67 Wall-st., New-York.

MORRIS WILKINS, Auctioneer.

SALE IN PARTITION, BY ORDER OF the Supreme Court, under the direction of J. L. Lefferts, Esq., Referee, No. 150 Duane-st., at auction: E. H. LUDLOW & CO. will sell at auction, on TUESDAY, Nov. 9, 1869, at 12 o'clock, at the Exchange salesroom, No. 111 Broadway, Trinity Building:

DUANE-ST.—The valuable extra large lot with building, known as No. 136 Duane-st., south side, between West Broadway and Hudson-st., being 24.11 front, 46.6 rear, 136.2 in depth, and having a frontage on Hudson-st. Terms at sale. A. & Z. LOTT, Attorneys.

Maps, &c., at the Auctioneer's office, No. 3 Pine-st.

## INSURANCE.

# HOME INSURANCE COMPANY OF NEW-YORK,

OFFICE NO. 135 BROADWAY.

| | |
|---|---|
| Cash Capital | $2,000,000 00 |
| Assets, 1st July, 1869 | 4,243,234 53 |
| Liabilities | 75,469 35 |

The Branch Office of this Company has been removed to NO. 586 SIXTH-AV., JOHN A. McKEAN, Manager, where insurance may be effected on the same terms as at the parent office, the rebate allowed being in all cases deducted on the face of the policy. Policies issued payable in gold when desired.

CHARLES J. MARTIN, President.
A. F. WILMARTH, Vice-President.
D. A. HEALD, Second Vice-President.
J. H. WASHBURN, Secretary.
GEORGE M. LYON, Assistant Secretary.
T. B. GREENE, Second Assistant Secretary.

## HARDWARE.

HARDWARE.

Cutlery, House-furnishing and Builders' Hardware, [illegible], Carpenters', Blacksmiths' and [illegible] Tools, &c., at CHARLES S. LITTLE'S, No. 59 Fulton-st., New-York.

## FINANCIAL.

# VERMILYE & CO. BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES AND IN GOLD AND GOLD COUPONS.

CLOSING PRICES.

NEW-YORK, Nov. 5, 1869—3 P. M.

| | Buy. | Sell. | | Buy. | Sell. |
|---|---|---|---|---|---|
| Registered, 1881 | 117⅝ | 117⅞ | 5-20 Coupon, '67 | 115⅜ | 116 |
| Coupon, 1881 | 117⅞ | 118⅛ | 5-20 Coupon, '68 | 115⅝ | 116 |
| 5-20 Regis., 1862 | 113⅜ | 113⅝ | 10-40 Regis. | 107⅜ | 107⅝ |
| 5-20 Coupon, '62 | 115⅛ | 115⅜ | 10-40 Coupon | 107⅜ | 107⅝ |
| 5-20 Coupon, '64 | 113 | 113⅜ | Gold | 127⅛ | 127⅜ |
| 5-20 Coupon, '65 | 113⅜ | 113⅝ | U. S. Cur. Pac. | 107⅜ | 107⅝ |
| 5-20 Coupon, '65, Jan. and July | 115⅛ | 115⅜ | | | |

BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS, AND GOLD.

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

BANKING HOUSE OF

# JAY COOKE & CO.

NEW-YORK, PHILADELPHIA AND WASHINGTON.

NO. 20 WALL-ST., NEW-YORK.

We buy, sell and exchange, at most liberal rates, all issues of GOVERNMENT BONDS and bonds of Lake Superior and Mississippi Railroad Company, and execute orders for purchase and sale of STOCKS, BONDS AND GOLD.

WE NEGOTIATE RAILROAD AND MUNICIPAL LOANS, receive deposits, subject to check, allowing interest, and transact a general banking business.

JAY COOKE & CO.

# SOUTHERN CENTRAL RAILROAD OF NEW-YORK. FIRST MORTGAGE

THIRTY-YEAR SEVEN PER CENT. CONVERTIBLE SINKING FUND BONDS. FOR SALE BY

VERMILYE & CO., BANKERS, NOS. 16 AND 18 NASSAU-ST., NEW-YORK.

# MUNROE & CO., AMERICAN BANKERS,

NO. 7 RUE SCRIBE, PARIS.

JOHN MUNROE & CO., NO. 8 WALL-ST., New-York.

Issue Circular Letters of Credit for Travelers in all parts of Europe, &c. Exchange on Paris.

(7) SEVEN PER CENT. NEW-YORK CITY STOCKS.

FOR SALE.

CITY 6s OF 1870 RECEIVED IN PAYMENT.

GEORGE K. SISTARE, No. 24 Nassau-st.

FOR SALE,

TEN PER CENT.

CITY AND TOWN BONDS

in State of Illinois; first-class securities, of undoubted character, below par.

Real valuation of property, $3,136,000.

Whole indebtedness of towns only $265,000.

Also, New-York City Railroad Stocks and Bonds, Insurance, Bank and Gaslight Stocks, and a large variety of other stocks and bonds for profitable investments, at low rates, for sale by

ALBERT H. NICOLAY, STOCK BROKER AND AUCTIONEER, NO. 43 PINE-ST.

N. B.—All securities not dealt in at the New-York Stock Exchange Boards receive special attention, as has been the custom with this house for many years.

TRUSTEE CERTIFICATES OF THE AMERICAN EXPRESS COMPANY,

Representing the interest of Stockholders in assets of the Company, previous to Dec. 20, 1868, bought and sold at the office of WILLIAMS & BOSTWICK, Nos. 40 and 42 Exchange-place, New-York.

DREXEL, WINTHROP & CO., NO. 18 WALL-ST.,

Issue letters of credit for TRAVELERS, Available in all the principal cities of Europe, through

DREXEL, HARJES & CO., NO. 3 RUE SCRIBE, PARIS.

BOWLES BROTHERS & CO., BANKERS.

Paris, No. 12 Rue de la Paix; New-York, No. 19 William-st.; Boston, No. 76 State-st.

Issue bills on Paris and the Union Bank of London in sums to suit; also circular letters of credit for travelers, available throughout the world. Letters to their care for travelers registered on receipt and delivery.

Agents for the Times in Europe.

AUGUST BELMONT & CO.

Issue Letters of Credit, for Travelers' use, on MESSRS. ROTHSCHILD, in Paris, London, Frankfort-on-the-Main, Vienna and their correspondents in all the principal cities of Europe; also, make Telegraphic transfers on CALIFORNIA AND EUROPE.

BROWN BROTHERS & CO., NO. 59 WALL-ST.,

issue COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

NO. 40 WALL-ST.

NEW-YORK, Nov. 1, 1869.

The firm of W. B. MOTT & CO. is this day dissolved by mutual consent.

W. B. MOTT, A. F. B. MARTIN.

NEW-YORK, Nov. 1, 1869.

The undersigned will continue the Stock, Commission and Brokerage business, at No. 40 Wall-st., under the firm name of MARTIN & RUNYON.

A. F. B. MARTIN,
W. B. MOTT, Special. ENOS RUNYON.

SPUYTEN DUYVIL AND PORT MORRIS RAILROAD COMPANY.—NOTICE TO STOCKHOLDERS.—The annual election for thirteen directors of this Company for the ensuing year will be held at the office of the Company, corner of 4th-av. and 26th-st., on TUESDAY, the 9th day of November next.

The polls will be open from 12 o'clock noon until 2 o'clock P. M. of that day. The transfer books will be closed from 4 o'clock P. M. of the 5th day of November until 9 o'clock A. M. of the 10th day of November next. ROBERT J. NIVEN, Secretary.

NEW-YORK, Oct. 29, 1869.

OFFICE OF THE THIRD-AV. RAILROAD COMPANY, 3D-AV., BETWEEN 65TH AND 66TH STS., NEW-YORK, Oct. 29, 1869.

THE ANNUAL MEETING OF THE stockholders of the Third-av. Railroad Company for the election of thirteen Directors and three Inspectors of Election for the ensuing year, will be held at the office of the Company, on WEDNESDAY, Nov. 10, prox. The polls will be open from 2 to 4 o'clock P. M. The transfer books of the Company will be closed from Nov. 4 until Nov. 11, prox. By order of the Board.

CHARLES S. ARTHUR, Secretary.

PORT HURON AND LAKE MICHIGAN RAILROAD CO., TREASURER'S OFFICE, PORT HURON, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company, due Nov. 1, 1869, will be paid on and after that date, IN GOLD COIN, free of Government tax, on presentation at the office of E. W. HOPKINS & CO., No. 71 Broadway, New-York.

W. L. BANCROFT, Treasurer.

OFFICE OF THE COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY, NO. 57 BROADWAY, NEW-YORK, Oct. 28, 1869.

THE COUPONS OF THE COLUMbus and Indianapolis Central Railway Second Mortgage Bonds, and of the Cincinnati and Chicago Air Line Railroad Sinking Fund Bonds, due Nov. 1, will be paid, less Government tax, by the St. Nicholas National Bank. B. E. SMITH, President.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE, BATTLE CREEK, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER cent. First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, due Nov. 1, 1869, will be paid on and after that date IN GOLD COIN, free of Government tax, on presentation at the office of E. W. HOPKINS & CO., No. 71 Broadway, New-York. C. WAKELEE, Treasurer.

OFFICE OF WELLS, FARGO & COMPANY, No. 84 BROADWAY, NEW-YORK, Oct. 22, 1869.

NOTICE IS HEREBY GIVEN THAT the transfer books of this Company will close on Saturday, the 23d day of October, 1869, at 3 o'clock P. M., and will be opened on Friday, the 19th day of November, 1869, at 10 o'clock A. M.

By order of Board of Directors.

GEORGE K. OTIS, Secretary.

## FINANCIAL.

# THE NATIONAL TRUST COMPANY

OF THE CITY OF NEW-YORK, No. 336 BROADWAY.

CAPITAL - $1,000,000

PAYS 4 PER CENT. INTEREST ON DEPOSITS SUBJECT TO CHECK AT SIGHT.

PAYS 5 PER CENT. INTEREST ON SPECIAL DEPOSITS FOR SIX MONTHS OR LONGER.

THE COMPANY IS A LEGAL DEPOSITORY FOR MONEYS PAID INTO COURT, AND RECEIVES MONEYS IN TRUST.

DARIUS R. MANGAM, President.
S. L. SOLOMON, First Vice-President. BENJ. F. BANCROFT, Second Vice-President.
JAMES MERRELL, Secretary.

BANKING HOUSE OF

# Geo. Opdyke & Co.

25 Nassau St. CORNER OF CEDAR ST.

FOUR PER CENT. interest allowed on current accounts, subject to check at sight.

PRIME INVESTMENTS for trust and other funds always on hand.

INVESTMENT ORDERS promptly executed for Governments, Gold, Bonds and other Securities.

COLLECTIONS WANTED ON CHICAGO, KEOKUK, DES MOINES, IOWA CITY, ST. JOSEPH, and other points in the Western States.

SEVEN PER CENT. GOLD, PRINCIPAL AND INTEREST, FIRST MORTGAGE CONVERTIBLE SINKING FUND BONDS, FREE OF GOVERNMENT TAX, ISSUED BY THE BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILROAD COMPANY.

We offer these bonds at 95, and confidently recommend them to investors as a first-class and safe investment.

At present price they yield about 10 per cent. interest per annum.

These bonds are only issued upon each section of the road as fast as the same is completed and in successful operation. Eighty-three miles have now been built.

Pamphlets and full particulars can be had on application. HENRY CLEWS & CO., No. 32 Wall-st.

CLEVELAND AND PITTSBURG RAILROAD COMPANY, OFFICE OF THE SECRETARY, CLEVELAND, Oct. 22, 1869.

IN COMPLIANCE WITH THE UNANimous vote of the stockholders, the Board of Directors have ordered an increase of the capital stock of this Company of fifteen per cent. upon the present capital, to be distributed to the stockholders as registered at the close of the transfer books on the 25th day of October inst., and deliverable on SATURDAY, Nov. 6 prox.

Fractional shares will be delivered in scrip, redeemable in the capital stock of the Company when presented in sums of not less than $50.

Certificates for stockholders registered in New-York will be delivered for thirty days at the office of the Farmers' Loan and Trust Company, and afterward at the office of the Company in Cleveland.

The transfer books will close on the 25th inst., and reopen on the 8th day of November prox.

GEO. A. INGERSOLL, Secretary.

OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY, NEW-YORK, Nov. 3, 1869.

TWENTY-SECOND ANNUAL ELECTION.—Notice is hereby given that the election for nine Directors of the Pacific Mail Steamship Company will be held at the Company's Office, Nos. 59 and 61 Wall-st., on WEDNESDAY, Nov. 17, 1869, between the hours of 12 M. and 2 P. M. The transfer books will be closed preparatory to said election on Saturday, 6th inst., at 3 P. M., and reopened Friday, 19th inst., at 10 A. M. By order of the Board of Directors.

THEODORE T. JOHNSON, Secretary.

MANUFACTURERS' AND MERCHANTS' BANK, NOS. 561 AND 563 BROADWAY, NEW-YORK, Oct. 26, 1869.

THE ANNUAL ELECTION OF DIrectors and Inspectors of Election for the ensuing year will be held at the Banking Rooms, on TUESDAY, Nov. 9, prox. Polls will be open from 12 till 1 o'clock. THEO. D. WARREN, Cashier.

RICHMOND AND DANVILLE RAILROAD COMPANY.—The coupons falling due Nov. 1, 1869, on the bonds of the above road, will be paid by LANCASTER, BROWN & CO., No. 32 Nassau-st.

## DIVIDENDS.

OFFICE OF THE WILKESBARRE COAL AND IRON CO., NO. 30 BROADWAY, NEW-YORK, Oct. 30, 1869.

A DIVIDEND OF FIVE PER CENT., free from Government tax, payable on and after Nov. 15, 1869, has this day been declared. The books of the Company, for the transfer of stock, will be closed from Nov. 1 to 15, inclusive.

By order of the Board of Directors.

S. M. WILLIAMS, Treasurer, pro tem.

THE NASSAU BANK, NEW-YORK, Oct. 30, 1869.

THIRTY-THIRD DIVIDEND.—THE Board of Directors have this day declared a Semi-annual Dividend of Four per Cent., (free of taxes,) payable to the stockholders on and after the 10th of November.

The transfer books will be closed until Nov. 11.

F. M. HARRIS, Cashier.

THIRD DIVIDEND. BANKERS' AND BROKERS' ASSOCIATION.—The Board of Trustees have declared, from the profits of the past three months, a dividend of Three per Cent. on the paid-up capital, free of Government tax, payable on the 8th inst. Transfer books will close on the 5th and reopen on the 10th inst. T. B. STOUT, Secretary.

THE ST. LOUIS AND ST. JOSEPH RAILROAD COMPANY.—The coupons of the First Mortgage Six Per Cent Gold Bonds of the St. Louis and St. Joseph Railroad Company, due Nov. 1, 1869, will be paid in gold, free of Government tax, at the Farmers' Loan and Trust Company, in the City of New-York. L. M. LAWSON, President.

## SAVINGS BANKS.

UNION DIME SAVINGS BANK.

Nos. 396 and 398 Canal-st., corner Laight-st.

SIX PER CENT. interest on $5 to $5,000.

ASSETS, $6,903,453 34.

N. J. HAINES, JOHN McLEAN, President.
W. S. WHITLOCK, G. S. CHAPIN, Treasurer.
Vice-Presidents. T. S. ARMOUR, Secretary.

## AUCTION SALES.

HENRY H. LEEDS, Auctioneer—Salesrooms Nos. 95 Chambers and 77 Reade-st.; Art Galleries Nos. 817 and 819 Broadway.

ART NOTICE.—BY HENRY H. LEEDS & MINER.

EXECUTOR'S SALE OF FINE PAINTINGS, ON THURSDAY AND FRIDAY EVENINGS, Nov. 11 and 12, at 7½ o'clock each evening, at the LEEDS ART GALLERIES, NOS. 817 AND 819 BROADWAY, southwest corner of 12th-st.

SPECIAL SALE, BY ORDER OF EXECUTOR, OF A SUPERB COLLECTION OF EUROPEAN AND AMERICAN PAINTINGS, by celebrated and favorite artists, viz.:

| | | |
|---|---|---|
| A. Achenbach, | Jordaens, | F. E. Church, |
| Carl Hubner, | Leickert, | A. B. Durand, |
| O. Erdman, | Verveulen, | J. F. Kensett, |
| Carl Becker, | Berlin, | Sountag, |
| H. De Cock, | Von Seben, | De Haas, |
| C. Hine, | Girscher, | J. B. Irving, |
| H. Ronner, | E. Schmidt, | W. T. Richards, |
| Boondorp, | C. Bergman, | J. Pope, |
| Musin, | Kruseman, | S. Colman, |
| Lenfant-de-Metz, | Van Elten, | Dolph, |
| Carabain, | Vanderslyken, | J. Rondel, |
| Ver Veer, | Von Mille, | C. C. Griswold, |
| Schaep, | Craboets, | Inman, |
| | and others. | |

NOW ON EXHIBITION DAY AND EVENING AS ABOVE.

MORRIS WILKINS, Auctioneer.

EXECUTORS' SALE OF NO. 216 EAST 19TH-ST. AT AUCTION.

E. H. LUDLOW & CO. will sell at auction on TUESDAY, Nov. 9, 1869, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, (Trinity Building,) by order of Wm. Laimbeer and Z. Dederick, executors of Jeremiah Carhart, deceased:

EAST 19TH-ST.—The very desirable and convenient three-story basement and sub-cellar brick high-stoop house and lot No. 216 East 19th-st., south side, near 3d-av.; house 20.6 by about 50 feet; party walls both sides; has been thoroughly overhauled by the late owner, and contains all the modern conveniences; possession on delivery of deed; lot 20.6x92.9. $10,000 may remain on bond and mortgage for three or five years.

Maps and full particulars at the auctioneers' office, No. 3 Pine-st.

HENRY H. LEEDS, Auctioneer—Salesrooms, Nos. 95 Chambers and 77 Reade sts.; Art Galleries, Nos. 817 and 819 Broadway.

BY HENRY H. LEEDS & MINER—ON SATURDAY, Nov. 6, at 10½ o'clock, at their salesrooms Nos. 95 Chambers and 77 Reade sts.

ELEGANT HOUSEHOLD FURNITURE—Consisting of parlor, dining room, bedroom and library furniture, elegant gilt-frame pier mirrors, Axminster, velvet and Brussels carpets, brocatel window curtains, clocks, fancy goods, mattresses, pillows, bolsters, &c., silver-plated ware, cutlery, glassware, &c., &c. Also, a lot of family groceries.

Also, at 12 o'clock, several rosewood and mahogany frame pianos.

BENJ. F. THEALL, Auctioneer—Commercial Salesroom, No. 5 Cortlandt-st.

ELEGANT HOUSEHOLD FURNITURE, MIRRORS, CARPETS, CHINA, GLASS, &c.

BARKER & THEALL will sell by auction THIS DAY, (Saturday,) at 10½ o'clock, at the Commercial Salesroom, No. 5 Cortlandt-st., an elegant assortment of rosewood and walnut parlor suites in satin and reps, pier mirrors, marble-top centre and fancy tables, fine walnut and enameled bedroom suites, wardrobes, bookcases, sofas, lounges, hair and other mattresses, blankets, quilts, china and glass, Brussels and ingrain carpets, &c.

Also, at 12 o'clock, mahogany pianofortes.

Catalogues now ready at No. 5 Cortlandt-st.

CLINTON HALL BOOK SALE ROOMS and Art Galleries, LEAVITT, STREBEIGH & CO., Auctioneers.

AUTOGRAPH SALE.

FRIDAY and SATURDAY EVENINGS, Nov. 5 and 6, sale of a private collection of autograph letters, manuscripts, &c., some of great value, comprising letters of Presidents, Generals, Colonial Governors, Statesmen, Signers of Constitution and Confederation, celebrated Authors, Statesmen, &c., &c.; also, a very fine collection of continental money. Catalogues now ready. Autographs on exhibition.

## PROPOSALS.

PROPOSALS FOR MAIL LOCKS.

POST-OFFICE DEPARTMENT, WASHINGTON, Oct. 2, 1869.

Sealed proposals for furnishing Mail Locks and Keys of new kinds, to be substituted for the Locks and Keys now used on the United States mails, will be received at this Department until 3 o'clock P. M. the 2d day of February, 1870. It is desirable to obtain Locks and Keys of a new construction for the exclusive use of the United States mails, and, if practicable, invented expressly for that purpose. As the exposure of a model Lock and Key to public examination would impair, if not destroy, its utility for the mails, the Department prescribed no model for bidders, but relies for its selection on the specimens of mechanical skill and ingenuity which a fair competition among inventors, hereby invited, may develop. It is sufficient to describe the principal requisites of a Mail Lock as follows: Self-locking, uniformity, security, lightness, strength, durability, novelty of construction, and facility of use. Two kinds of Locks and Keys, one of brass and the other of iron, different in exterior form and interior construction or arrangement, are required; and proposals should specify separately the price of each brass Lock, each Key for same, each iron Lock and each Key for same. Duplicate samples of each kind of Locks and Keys proposed are required to be submitted with the proposals; one of each sample Lock to be riveted up and finished, and another to be open or unriveted, so that its internal structure and arrangement may easily be examined. Every sample should be plainly marked with the bidder's name, and, if the same or any part of it be covered by a patent, the date of such patent and the name of the patentee must also be attached thereto.

The internal plan or arrangement of the Locks offered, and the particular shape of the Key requisite to open them, must not be like any now or heretofore in use.

They must be warranted not to infringe upon or conflict with any patented invention of which the bidder is not the patentee. Preference will be given to a Lock the Key of which has not been exposed to general observation or been publicly described, disclosed or suggested.

A decision on the various specimens and proposals will be made on or before the 2d day of March, 1870; and, unless the Postmaster-General shall deem it to be for the interests of the Department to reject all the proposals and specimens submitted under this advertisement, (a right hereby expressly reserved to him,) contracts will be entered into as soon thereafter as practicable, with the successful bidder whose Lock shall be adopted, for furnishing similar Locks and Keys for four years, as they may be required and ordered. If mutually agreed to in writing by the contractor and the Postmaster-General for the time being, not less than six months before its expiration, the contract may be extended and continued for an additional term of four years. But on and after the expiration of either term of the contract, or on and after the rightful annulment at any time, the Postmaster-General shall have the right to contract with or employ any other party to furnish the same, or any other kind of Locks and Keys; and, if he shall deem proper, to demand and receive from the late or defaulting contractor all finished or unfinished Keys and the internal parts of the Locks contracted for, and all dies, gauges, and designs (which would enable others to make or forge such Locks or Keys) in the possession of such contractor, who, after their surrender to the Department, shall be paid for the same at such price as may be ascertained by fair appraisement.

The contractor must agree and be able to furnish, if required and ordered, 20,000 Brass Locks and 3,000 Brass Keys within three months from the time of entering into contract, and 80,000 Iron Locks and 40,000 Iron Keys within ten months from such time. But the Postmaster-General will reserve the right to increase or diminish, as the wants or interests of the service may demand, the quantities of the Locks and Keys above specified, with a proportionate allowance of time to furnish them.

All the Locks furnished by the contractor must be warranted to keep in good working order for two years in the ordinary use of the service, when not subjected to obvious violence; such as become defective within that time to be replaced with perfect Locks without charge. All the Locks furnished under contract are to be, each, distinctly marked "U. S. Mail," in either sunk or raised letters, and all the Keys are to be numbered in the natural order; each Key having its appropriate number distinctly stamped upon one side of the bow and "U. S. Mail" on the opposite side.

The contractor will be required to deliver the Locks at his own expense at the Post Office Department, Washington, D. C., put up on sticks, forming separate bundles of five Locks each, and securely packed in wooden boxes containing not more than two hundred Locks each. The Keys are to be delivered to an agent of the Department duly and specially authorized in each case, to take charge of and convey them from the contractor's manufactory to the Department, where both Locks and Keys are to be inspected and approved before they shall be paid for.

The contractor will be required to give bond with ample security in the sum of Fifty Thousand Dollars, to be increased by the United States in liquidated damages, in case of his failure to faithfully perform the contract, either as to furnishing the supplies ordered within a reasonable time, or as to guarding the manufacture of the Mail Locks and Keys with due privacy, integrity and care.

No proposal will therefore be accepted if not accompanied with a bond of the penal sum of Twenty Thousand Dollars, duly executed by the proposed sureties, (whose responsibility must be certified by a Judge of a Court of Record nearest to their place of residence, attested by the Clerk of such Court under the seal thereof, and conditioned for their becoming responsible as sureties on the required bond for the fulfillment of the contract, in case such proposals shall be accepted. The manufacture of Mail Locks and Keys is, of necessity, a highly important and delicate trust which the Department will confide to no bidder whose proposals are not also accompanied with testimonials of good character.

In deciding on the proposals and specimens the Postmaster-General may deem it expedient to select the Brass Lock of one bidder and the Iron Lock of another. He, therefore, reserves the right of contracting with different individuals for such different kinds of Locks as he may select.

Proposals should be carefully sealed and addressed to the "Second Assistant Postmaster-General," and indorsed on the envelope "Proposals for Mail Locks."

JOHN A. J. CRESWELL, Postmaster-General.

SUPPLIES FOR THE UNITED STATES NAVY.

OFFICE OF PURCHASING AND DISBURSING PAYMASTER, U. S. NAVY, NO. 29 BROADWAY, NEW-YORK, Nov. 2, 1869.

Sealed proposals, to conform in every respect with the terms and stipulations contained in previous advertisement, will be received at this office until 1 o'clock P. M. the 10th inst. for the following supplies, of the best quality, to be delivered free of expense at the Navy Yard, New-York, viz.:

BUREAU OF ORDNANCE.

125 sides body and 125 sides flap best oak-tanned leather; 3 dozen buckskins; 18 double and 3 single leather belts, (assorted sizes); 6,400 feet yellow pine timber, (assorted sizes); 220 piles, 45 feet long, to work 12 and 14 inches at the butt; 200 gallons raw linseed oil; 1,600 lbs. white lead in oil; 200 lbs. lampblack, (1 lb. papers;) 40 lbs. patent dryer, (1 lb. cans;) 20 gallons turpentine; 5 gallons alcohol harness varnish; 40 gross brass screws (assorted sizes); 1 dozen spring padlocks, brass to be selected; 1 dozen rasps, (assorted); 2 hack saws, panel 20-inch, (Samuel Boyd;) 3 cast-steel saw sets, (Aitkins' patent;) 1 dozen tongue strings for drill bow; 3 sledges; 1 grindstone, 3 ft. dia., 5½-in. face, 2,100 lbs. cut nails, 4d, 6d, and 10d.; 2,700 lbs. cut spikes, 6 to 12 in.; 2 gross papers finishing nails, 1¼ and 2 in.; 200 lbs. hoop iron, ¾ and 1 in.; 12 sheets Russia iron, 5 ft. by 28 in.; 3 sheets zinc, 3 ft. by 7 ft.; 3 boxes glass double thick, 9x12 and 12x18; 36 sheets stencil paper; 2 dozen stencil brushes; 1,000 envelopes, letter size.

BUREAU OF STEAM ENGINEERING.

60 seamless Brass Tubes, 2 in. outside dia., 32½ in. long, 100 cubic yards of Iron Moulding Sand, Jersey, selected.

Bidders are referred to the respective officers in charge at the Navy Yard for samples and further description of the articles required. Blank forms will be furnished, as usual, at this office, and bids opened at the hour named.

J. C. ELDREDGE, Paymaster, U. S. Navy.

PROPOSALS FOR COAL TAR.

The Manhattan Gaslight Company is prepared to receive proposals until the 15th day of December next for the entire quantity of coal tar to be produced at the Works and to be delivered into the wells of the company for a term of years from the 31st day of March, 1870.

The proposals, addressed to the undersigned, must be sealed and indorsed "Proposals for Coal Tar." They must state the offer for the tar at a price for each ton of coal carbonized at the works of the Company. The quantity of coal carbonized per annum is about 140,000 tons, and the average yield of tar per ton of coal is about 12 gallons. The Company do not bind themselves to accept the offer of the lowest or any bidder.

Any further information may be obtained on application to

JOSEPH A. SABBATON, Engineer Manhattan Gaslight Company.

CROTON AQUEDUCT DEPARTMENT.—To iron pipe manufacturers: Sealed proposals will be received at this office, (Rotunda, City Hall Park,) until 11 o'clock A. M. of Thursday, Nov. 11, 1869, for furnishing and laying about 650 feet of eight-inch cast iron pipe, lined with wood, with Ward's patent socket joints, from Manhattan Island to Randall's Island.

For blank proposals and further information apply to the Engineer-in-Chief of this Department at his office.

THOMAS STEPHENS, ROBT. L. DARRAGH, GEO. S. GREENE, } Croton Aqueduct Board.

NEW-YORK, Oct. 30, 1869.

## FURNITURE.

# FURNITURE.

PARLOR, BEDROOM, LIBRARY AND DINING-ROOM.

S. L. SOLOMON & SONS, NOS. 657 AND 659 BROADWAY,

CALL THE ATTENTION OF PARTIES DESIRING to furnish, to their LARGE and ELEGANT stock, which they offer at MOST REASONABLE PRICES.

NEW and BEAUTIFUL styles of LAMBREQUINS, CURTAINS, CORNICES, MIRRORS, &c.

FIRST-CLASS FURNITURE, AT GREATLY-REDUCED PRICES, AT BRAUNSDORF & METZ'S.

Warerooms Nos. 125 and 127 Rivington-st., between Essex and Norfolk sts. Manufactories, Nos. 132 to 136 Essex-st.

ALL GOODS WARRANTED.

FURNITURE.

The best assortment in this City. Our own manufacture. Warranted.

WARREN WARD & CO., Spring-st., corner of Crosby.

M. T. FOLEY, NO. 215 3D-AV., BEtween 27th and 28th sts., manufacturer and dealer in fine Parlor and Chamber Furniture, Curtains and Bedding.

## MARBLE MANTELS.

MARBLE AND MARBLEIZED MANTELS, &c.—The largest stock of the latest designs on hand, ready to ship or to put up at a few hours' notice. A. KLABER, Nos. 126 and 128 East 18th-st., near 3d-av.

MARBLEIZED SLATE, DECORATED marble and marble mantels, rich and elegant designs. T. B. STEWART & CO., No. [illegible] 6th-av., between 25th and 26th sts.

S. KLABER, NO. 69 1ST-AV., NEAR 5th-st., sells marble mantels and headstones below cost, to reduce stock, before removing to his new factory.

## DRY GOODS.

NEW GOODS AT MACY'S.

LACES, EMBROIDERIES, OUR FALL IMPORTATION OF RIBBONS ARE MAGNIFICENT IN QUALITY, AND THE SHADES ARE CHARMING. FRENCH FLOWERS, FEATHERS, NECKTIES AND BOWS, STRAW GOODS, FALL HATS, SILKS AND SATINS, WHITE GOODS, LACE CURTAINS, THEATRICAL GOODS, BALLET HOSIERY, &c. HOUSEKEEPING GOODS, FANCY GOODS, FRENCH CLOCKS, LINEN CAM. HDKFS. CORSETS, HOSIERY AND GLOVES, SMALL WARES, PERFUMERY, SOAPS, TRIMMINGS, BUTTONS AND FRINGES, COTTON, ALPACA AND SILK UMBRELLAS, AMERICAN CLOCKS, CARVED GOODS, PLATED WARE, BEST QUALITY, DOLLS, DOLL GOODS, BASKETS, KID GLOVES, UNDERWEAR, BIRD CAGES, &c., &c. AT POPULAR PRICES.

R. H. MACY, 14th-st. and 6th-av.

MACY—MACY—MACY—MACY—MACY—MACY—MACY—MACY—MACY

ESTABLISHED 1819. THE NEW-YORK DYEING AND PRINTING ESTABLISHMENT, STATEN ISLAND.

OFFICES:

No. 98 Duane-st., No. 752 Broadway, New-York; Nos. 166 and 168 Pierrepont-st., Brooklyn; No. 40 North 8th-st., Philadelphia. This old and well-known Company are prepared, as usual, with the highest degree of skill and most approved machinery,

To dye, cleanse and finish every variety of ladies' and gentlemen's garments and piece goods in their usual superior manner.

GARMENTS CLEANED WHOLE.

Note that these are our ONLY OFFICES.

1870.—STYLES OF SWISS LACE CURTAINS received in advance at KELTY'S CURTAIN STORE, Broadway, near Grand-st. Also a complete assortment of Nottingham and all other curtains, furniture and slip coverings, at wholesale or retail, at low prices.

N. B.—A large assortment of new styles of first-class FURNITURE at fair prices at No. 581 Broadway, opposite Bond-st. G. L. & J. B. KELTY & CO.

FURS.—A FINE, FRESH STOCK OF ALL sorts of furs selling cheap; no humbug; repairing carefully done, at No. 238 Bleecker-st., Phillips' old stand.

TOYS.—A BEAUTIFUL COLLECTION OF toys for the Holidays at STAVELEY'S, No. 670 Broadway, near 13th-st.

## BANKRUPT NOTICES.

IN BANKRUPTCY.—IN THE DISTRICT Court of the United States for the Southern District of New-York.—In the matter of EDWARD GARRISON, bankrupt.—Notice is hereby given that a petition has been filed in said Court by Edward Garrison, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 12th day of November, 1869, at 2 o'clock P. M., at the office of Edgar Ketchum, Esq., Register in Bankruptcy, No. 31 Nassau-street, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest, may attend and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 21st day of October, 1869. GEO. F. BETTS, Clerk.

o22-law2wSa*

IN BANKRUPTCY.—IN THE DISTRICT Court of the United States for the Southern District of New-York.—In the matter of ABRAHAM FREUDENBURG and HENRY FREUDENBURG, bankrupts.—Notice is hereby given that a petition has been filed in said Court by Abraham Freudenburg and Henry Freudenburg, in said district, duly declared bankrupts under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all their debts and other claims provable under said act, and that the 19th day of November, 1869, at 12 o'clock M., at the office of John Fitch, Register in Bankruptcy, No. 44 Wall-st., in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts and other persons in interest may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 22d day of October, 1869. GEO. F. BETTS, Clerk.

o23-law2wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of FREDERICK A. WHEELER, Bankrupt.—In Bankruptcy.—Notice is hereby given that a petition has been filed in said Court by Frederick A. Wheeler, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts and other claims provable under said act, and that the 20th day of November, A. D. 1869, at 1 o'clock P. M., at the office of James F. Dwight, Register in Bankruptcy, No. 7 Beekman-st., corner of Nassau-st., Room Nos. 3 and 4, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts and other persons in interest, may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 1st day of November, 1869. GEO. F. BETTS, Clerk.

n2-law2wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of JULIUS FRANKENSTEIN, bankrupt.—In Bankruptcy.—The said bankrupt having applied to the Court for a discharge from his debts: By order of the Court, notice is hereby given to all creditors who have proved their debts, and other persons in interest, to appear on the 1st day of December, A. D. 1869, at 11 o'clock in the forenoon, at Chambers of the said District Court, before Isaac Dayton, one of the Registers of the said Court in Bankruptcy, at his office, No. 229 Broadway, in the City of New-York, Room No. 4, and show cause why the prayer of said petition of the bankrupt should not be granted, and why a discharge should not be granted to the said bankrupt.—Dated New-York, 4th November, 1869. GEO. F. BETTS, Clerk.

n6-law2wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of HENRY COHN and LEWIS REINSTEIN, Bankrupts.—In Bankruptcy.—Henry Cohn, one of the said bankrupts, having applied to the Court for a discharge from his debts, by order of the Court, Notice is hereby given to all creditors who have proved their debts, and other persons in interest, to appear on the 1st day of December, A. D. 1869, at 11 o'clock in the forenoon, at Chambers of the said District Court, before Isaac Dayton, one of the Registers of the said Court in Bankruptcy, at his office, No. 229 Broadway, in the City of New-York, Room No. 4, and show cause why the prayer of said petition of the bankrupt should not be granted, and why a discharge should not be granted to the said bankrupt.—Dated New-York, 1st November, 1869. GEO. F. BETTS, Clerk.

n6-law2wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of MOSES NELSON, bankrupt.—At a Court in Bankruptcy, held at No. 44 Wall-st., in the City of New-York, in and for the Southern District of New-York, on the 3d day of November, A. D. 1869, before John Fitch, Register.—Before John Fitch, Register in Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Moses Nelson, of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged bankrupt upon creditor's petition, by the District Court of said district.—Dated at New-York, the 3d day of November, A. D. 1869. CHAS. GERDING, Assignee, No. 317 Broadway.

n6-law3wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of DAVID MINNESHEIMER, bankrupt, in Bankruptcy.—Before Edgar Ketchum, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of David Minnesheimer, of the City of New-York, in the County of New-York, and State of New-York, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district.—Dated at New-York, the 11th day of May, 1869. JOHN SEDGWICK, Assignee, No. 137 Broadway, N. Y.

n6-law3wSa*

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of EDMUND G. LUCAS, bankrupt.—In Bankruptcy.—The undersigned hereby gives notice of his appointment as assignee of the estate and effects of Edmund G. Lucas, of the City of New-York, in the County of New-York, in said district, who was on the 1st day of June, A. D. 1869, adjudged a bankrupt upon his own petition by the District Court of the United States for the said Southern District of New-York.—Dated City of New-York, Oct. 28, 1869. BENJAMIN F. TODD, Assignee, &c., No. 229 Broadway, City of New-York.

o30-law3wSa*

## WINES AND LIQUORS.

CALISTOGA COGNAC.

This pure BRANDY is now offered to the trade and consumers in quantities to suit the demand. It is highly recommended for its strict purity and delicacy of flavor, being manufactured from the product of selected grapes, and thoroughly refined. The trade and the public are invited to inspect it.

S. BRANNAN & CO., Sole Agents, No. 66 Broad-st., New-York.

## HELP WANTED.

TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light and profitable. Persons of either sex easily earn from 50c. to $5 per evening, and a proportional sum by devoting their whole time to the business. Boys and girls earn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer: To such as are not well satisfied, we will send $1 to pay for the trouble of writing. Full particulars, a valuable sample, which will do to commence work on, and a copy of The People's Literary Companion—one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, address E. C. ALLEN & CO., Augusta, Maine.

WANTED—A FIRST-CLASS MAN TO TAKE charge of a manufacturing business; good references required. Address, with references, G. H. B., Box No. 207 Times Office.

CHEMIST WANTED AS LECTURER [illegible] assistant in New-York. Address PROFESSOR OF CHEMISTRY, Station F, City.

WANTED—AN OFFICE BOY; MODERATE wages. Address, in own handwriting, with references, Box 192 [illegible] Office.

## SITUATIONS WANTED.

FEMALES.

WANTED—BY A SCOTCH PROTESTANT woman, a situation as nurse; is competent to take an infant from its birth or to bring up an infant by hand; no objection to go a short distance in the country; best City reference can be given. Call at No. 23 West 11th-st., between 7th and 8th avs.

WANTED—BY A RESPECTABLE GIRL, A situation as good plain cook, to do the washing and ironing of a small private family; or else to cook, or assist with the washing and ironing. Call at No. 252 West 27th-st., third house from the corner of 8th-av.

WANTED—A RESPECTABLE MARRIED lady, not long from Europe, is desirous of getting an engagement in a gentleman's family; is fully competent to do all kinds of family sewing, children's dresses, &c., &c.; will go by the day or week. Address M. WILSON, Post Office, Brooklyn.

WANTED—A SITUATION BY A FIRST-class meat and pastry cook; understands all kind of soups, game and jellies; no objection to a first-class boarding house; the best of City reference can be given. Call for two days at No. 267 (old No. 9) 35th-st., rear building.

WANTED—BY A RESPECTABLE WOMAN, in a small private family, a situation as cook, washer and ironer; is a first-class cook and an excellent washer and ironer; can give good City reference. Call for two days at the corner of 37th-st. and 7th-av., in the drug store.

WANTED—A SITUATION AS COOK; WILLing to assist in the washing in a private family, is a Protestant; would do the housework of a small private family. Good City reference. Call at No. 516 West 14th-st., bakery.

WANTED—A SITUATION BY A RESPECTable woman as child's nurse; is capable of taking charge of a baby from its birth, or would nurse an invalid lady; has good references. Can be seen for two days at No. 25 Bedford-st.

WANTED—A SITUATION BY A RESPECTable girl to do chamberwork in a small family, or to wait upon a lady and sew; is pleasant and obliging. Can be seen at her present employer's, No. 41 Irving-place.

WANTED—BY A RESPECTABLE YOUNG woman, a situation as cook; is thoroughly experienced; no objection to assist with the washing and ironing; good references. Call at No. 224 West 18th-st., corner 7th-av., first floor.

WANTED—BY A YOUNG PROTESTANT girl, a situation as chambermaid, waitress, nurse or lady's companion. Can be seen for two days at No. 257 1st-av., between 15th and 16th sts., second floor, front room.

WANTED—A SITUATION BY A FIRST-class cook; understands French, American and German cooking; makes pastry, jellies and all kinds of desserts; is a good baker; City reference. Call for two days at No. 122 West 26th-st., near 6th-av.

WANTED—BY A RESPECTABLE YOUNG woman, a situation to do general housework in a small private family; is a most excellent washer and ironer; has good City reference. Call at No. 219 East 32d-st., in the store.

WANTED—BY A YOUNG WOMAN, A SITuation as good cook; is a good baker of bread and biscuit, meat, soups and game, pastry and all kinds of desserts; good City reference. Call for two days at No. 247 West 19th-st., near 8th-av.

WANTED—A SITUATION AS CHAMBERmaid, or as waitress; understands either; will make herself useful and obliging in whatever is required; undoubted City reference. Call at No. 609 6th-av., between 21st and 22d sts.

WANTED—A SITUATION BY A RESPECTable young woman as first-class waitress; has no objection to assist with chamberwork if required; has the best City reference of ten years from her last place. Call at No. 125 West 19th-st., near 6th-av.

WANTED—A SITUATION AS HOUSEkeeper, and to do the work of a small family, a woman that understands milk, butter, bread, plain cooking and a judicious nurse; first-class reference. Call at No. 78 Avenue D.

WANTED—BY A RESPECTABLE PROTESTant woman, a situation as cook in a private family; she understands cooking in all its branches, and is a good baker; has the best City reference. Can be seen at No. 132 West 26th-st., Saturday and Monday.

WANTED—BY A LADY, A SITUATION FOR a competent laundress that understands all kinds of ladies' fancy thoroughly understands her business; parts with her from breaking up housekeeping. Can be seen at No. 214 East 24th-st.

WANTED—BY A RESPECTABLE YOUNG woman, a situation in a private family as laundress; has the best of City reference. Call at No. 159 West 24th-st.

WANTED—BY A YOUNG WOMAN, A SITuation as first-class waitress, or would do chamberwork and sewing; has the best of City reference. Call at No. 13 West 24th-st., near 5th-av.

WANTED—A SITUATION BY A RESPECTable Protestant girl as first-class laundress; the best of City reference can be given. Call at No. 262 6th-av.

WANTED—BY A RESPECTABLE YOUNG woman, a situation as first-class laundress; best of City reference. Can be seen at her present employer's, No. 69 Park-av.

WANTED—BY A COMPETENT PERSON, A situation as cook, good washer and ironer, in a small private family; good references. Call at No. 344 West 28th-st., for two days.

WANTED—BY A MARRIED WOMAN, A situation as child's nurse; is competent to take entire charge of an infant. Can be seen for two days at her own home, No. 150 West 24th-st.

WANTED—A SITUATION BY A COMPEtent young woman as nurse and seamstress; no objection to travel with a lady; excellent City reference. Apply at 309 6th-av., between 23d and 24th sts.

WANTED—A SITUATION BY A RESPECTable, steady young girl as chambermaid, or chambermaid and waitress in a small family. Can be seen at her present employer's, No. 157 West 21st-st.

WANTED—A SITUATION BY A YOUNG woman as first-class laundress; does French fluting; can give good reference from her last place. Call at No. 361 West 36th-st.

WANTED—BY A YOUNG SCOTCH WOMAN a situation as child's nurse, &c.; can do embroidery, plain sewing, &c.; a good home desired. Call at No. 219 West Houston-st., second floor.

WANTED—BY A RESPECTABLE GIRL, A situation as cook in a private family; has the best of City reference from her last place. Call for two days at No. 215 East 32d-st.

WANTED—A SITUATION AS FIRST-CLASS cook by a Protestant woman, a native of Wales, with good reference; will do no washing. Call for two days at No. 109 West 18th-st., in the rear.

WANTED—BY A RESPECTABLE GIRL, A situation as first-class chambermaid and waitress in a private family. Can be seen for two days at her present employer's, No. 6 West 20th-st.

WANTED—BY A PROTESTANT GIRL, A situation as nurse and seamstress or chambermaid. Can be seen for two days at No. 427 West 17th-st., rear.

WANTED—A SITUATION BY A FIRST-class cook; understands her business; has the best of reference. Call at No. 70 3d-av., near 12th-st.

WANTED—A SITUATION BY A GOOD GERman girl to do general housework. Call at No. 157 Norfolk-st., between Rivington and Stanton sts.

WANTED—A SITUATION BY A RESPECTable girl as first-class cook; has the best City reference. Call at No. 115 West 19th-st., near 6th-av.

WANTED—BY A RESPECTABLE WOMAN, a situation to cook, wash and iron; best City reference. Call at No. 87 East 8th-st.

EMPLOYERS WANTING FIRST-CLASS colored cooks, waiters, coachmen and others, to fill every capacity, will be supplied at SIMMS' Intelligence Office, No. 122 West 26th-st., between 6th and 7th avs., at the shortest notice.

GERMAN FEMALE SERVANTS, CAPABLE and trustworthy, constantly to be found at Mrs. LOWE'S German Institute, 1 First-st., cor. Bowery.

LADIES' OR GENTLEMEN'S WASHing and ironing done by the dozen, week or month; also fluting neatly done. Call at No. 41 West 15th-st.

MALES.

WANTED—A SITUATION BY A PROTESTant married man as coachman; understands his business thoroughly in everything connected with the situation; knows the City; is a good careful driver; first-class City reference. Address J. W., Box No. 219 Times Office.

WANTED—A COACHMAN'S SITUATION by a single man who can give undoubted references as to honesty, sobriety and capability; will be found willing and obliging. Can be seen at the stable No. 15 East 20th-st.

WANTED—A SITUATION AS COACHMAN and groom by a young colored man; has the best of references; thoroughly understands his business, and is willing and obliging. Call or address THOMPSON, No. 50 Irving-place, Club stable.

WANTED—BY A SINGLE MAN, A SITUAtion as coachman and gardener; understands his business perfectly; sober; can milk and make himself generally useful; the best of references given from last employer. Address H. G., Box 165 Times Office.

WANTED—BY A SOBER, INDUSTRIOUS man, English, a situation either as driver, groom, porter, &c. Can read, write, &c., and use tools. Call or address S. T., 229 West Houston-st., second floor.

WANTED—A SITUATION BY A GARDENer, a single man of first-rate qualifications under glass and out of doors, having references; would like to go South. Apply to 1 Barclay-st., bookstore.

WANTED—A SITUATION AS WAITER BY a young man who has the best of City references from his present employer. Call at or address No. 199 8th-av., in the store.

WANTED—BY A GENTLEMAN, TO PROcure a situation for his coachman, whom he can highly recommend for the last four years. Address No. 109 East 49th-st.

WANTED—A SITUATION BY A SINGLE man as gardener and coachman; the best of reference given from last employer. Can be seen by calling at or addressing No. 273 Broadway, up stairs.

WANTED—A SITUATION AS COACHMAN by a single Protestant man, a Dane, with first-class reference from last employer. Call at No. 5 6th-st.

## IRON WORKS.

Novelty Iron Works,

NOS. 77 AND 83 LIBERTY-ST., CORNER BROADWAY, NEW-YORK.

Plain and Ornamental Iron Work of all kinds for Buildings.

CHURCH ST. EXTENSION.

Builders and those designing to build are invited to examine our new style of iron fronts with brick back, [illegible] of [illegible] Philadelphia brick fronts. See Nos. 26 and 28 Chatham-st., also [illegible] on 1st-av., between 9th and 10th sts.

J. L. JACKSON & BROTHER, Iron Works, 28th-st., [illegible] and [illegible]-av.

Every description of Iron work for buildings.

## SHIPPING.

**CUNARD LINE.**

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

Cuba, Wednesday, Nov. 10 | Tarifa, Thursday, Nov. 25
Siberia, Thursday, Nov. 11 | Scotia, Wednesday, Dec. 1
Nemesis, Wed'day, Nov. 17 | Aleppo, Thursday, Dec. 2
Malta, Thursday, Nov. 18 | Scotia, Wednesday, Dec. 8
Russia, Wednesday, Nov. 24 | Tripoli, Thursday, Dec. 9

RATES OF PASSAGE.

By the Wednesday steamers, not carrying steerage: First Cabin ... $130, gold. Second Cabin ... $80, gold. First Cabin, to Paris ... $145, gold.

By the Thursday Steamers. First Cabin ... $80, gold. Steerage ... $30, currency.

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage apply at the Company's Office, No. 4 Bowling-green.

For steerage passage at No. 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

Steamer of Nov. 17 will not carry passengers.

**FOR LIVERPOOL AND QUEENSTOWN.**—Inman Line of Mail Steamers are appointed to sail as follows:
CITY OF PARIS ... Saturday, Nov. 6, 1 P. M.
CITY OF BROOKLYN ... Saturday, Nov. 13, 1 P. M.
CITY OF BOSTON, (via Halifax,) Tuesday, Nov. 16, 1 P. M.

And each succeeding SATURDAY and alternate TUESDAY, from Pier No. 45 North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday.

| Payable in Gold. | | Payable in Currency. | |
|---|---|---|---|
| First Cabin | $100 | Steerage | $30 |
| To London | 105 | To London | 35 |
| To Paris | 115 | To Paris | 43 |

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

| First Cabin. Payable in Gold. | | Steerage. Payable in Currency. | |
|---|---|---|---|
| Liverpool | $80 | Liverpool | $30 |
| Halifax | 20 | Halifax | 15 |
| St. John's, N. F., by Branch Steamer | [illegible] | St. John's, N. F., by Branch Steamer | [illegible] |

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the Company's Offices. JOHN G. DALE, Agent, No. 15 Broadway, New-York.

**ONLY DIRECT LINE TO FRANCE.**

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
VILLE DE PARIS ... SURMONT ... SATURDAY, Nov. 13
LAFAYETTE ... ROUSSAN ... SATURDAY, Nov. 27
ST. LAURENT ... LEMARIE ... SATURDAY, Dec. 11
PEREIRE ... DUCHESNE ... SATURDAY, Dec. 25

Rates of passage payable in gold, (including wine,) TO BREST OR HAVRE, First cabin, $140; second cabin, $85.

TO PARIS, including railway ticket, $145 and $90.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railways and the discomforts of crossing the Channel, besides saving time, trouble and expense.

GEO. MACKENZIE, Agent, No. 58 Broadway.

**STEAM TO GLASGOW AND LONDONDERRY.**

THE ANCHOR LINE.

Favorite Clyde-built passenger Steamers are intended to sail as follows:
INDIA ... Nov. 6 | BRITANNIA ... Nov. 27
CAMBRIA ... Nov. 13 | COLUMBIA ... Dec. 4
IOWA ... Nov. 20 | EUROPA ... Dec. 11
and each SATURDAY thereafter, from Pier No. 20 North River, at 12 o'clock, noon.

RATES OF PASSAGE PAYABLE IN CURRENCY.

Cabins, to Liverpool, Glasgow or Derry, $90 and $75. Excursion tickets, good for 12 months, $130. Steerage, to Glasgow or Derry, $30; intermediate, $33. Prepaid Certificates from these ports, $37.

Passengers booked to and from Hamburg, Havre, Rotterdam, Antwerp, &c., at very low rates.

Drafts issued payable at any bank in Great Britain and Ireland.

For further information apply at the steamers foot of Dey-st., or at the Company's offices, No. 7 Bowling-green, New-York. HENDERSON BROTHERS.

**STEAM TO LIVERPOOL.**

CALLING AT QUEENSTOWN.

From Pier No. 46 North River, WEDNESDAY.
COLORADO ... 3,016 tons ... Nov. 10, at 11 A. M.
NEBRASKA ... 3,265 tons ... Nov. 17, at 2½ P. M.
MANHATTAN ... 2,866 tons ... Nov. 24, at 9½ A. M.
IDAHO ... 3,132 tons ... Dec. 1, at 1 P. M.
MINNESOTA ... 3,133 tons ... Dec. 8, at 6 A. M.
NEVADA ... 3,125 tons ... Dec. 15, at 2 P. M.

Cabin Passage ... (Gold) $80.
Steerage ... (Currency) $30.

Saloon and State Rooms on deck.

Steerage Passage Office, No. 29 Broadway.

For freight or cabin passage apply to WILLIAMS & GUION, No. 63 Wall-st.

**NATIONAL LINE.**

STEAM TO LIVERPOOL AND QUEENSTOWN, From Pier No. 47 North River.

VIRGINIA, THOMAS, Saturday, Nov. 6, at 7½ A. M.
ERIN, WEBSTER, Saturday, Nov. 13, at 10 A. M.

Passage to Liverpool or Queenstown: Cabin, $100 and $80; Steerage, $30, currency.

Steerage tickets from Liverpool or Queenstown, $37, currency.

Apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

**PACIFIC MAIL STEAMSHIP COMPANY'S THROUGH LINE TO**

# CALIFORNIA AND CHINA.

**FREIGHT AND PASSAGE GREATLY REDUCED.**

Through rates, New-York to San Francisco:
First Class. Steerage.
$140 to $180. $65.
according to location of berth.

These rates include berths, board and all necessaries for the trip.

Next steamer of the above line leaves Pier No. 42 North River, foot of Canal-st., at 12 o'clock noon.

ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day previous.

One hundred pounds of baggage free to each adult. Medicine and attendance free.

NOV. 20—ALASKA, Captain GRAY, connecting with CONSTITUTION, Captain ——.

Steamer JAPAN will leave San Francisco Dec. 1 for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA received until 4 P. M. on FRIDAY, Nov. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets, and all further information, apply at the Company's ticket office, on the wharf, foot of Canal-st. F. R. BABY, Agent.

**HAVANA, SISAL AND VERA CRUZ.**

New-York and Mexican Mail Steamship Line, from Pier No. 17 East River, at 12 M.

The splendid new steamers
CLEOPATRA, Capt. PHILLIPS, Wednesday, Nov. 10.
CITY OF MEXICO, Capt. DEAKEN, Thursday, Nov. 25.

For freight or passage apply to F. ALEXANDRE & SONS, No. 33 Broadway.

**UNITED STATES MAIL TO HAVANA.**

ATLANTIC MAIL STEAMSHIP COMPANY.

Sailing regularly every THURSDAY, at 3 o'clock P. M., precisely, from Pier No. 4 North River.
COLUMBIA, Captain E. VAN SICE ... Nov. 11
EAGLE, Captain M. R. GREENE ... Nov. 18
MORRO CASTLE, Capt. R. ADAMS ... Nov. 25

For freight or passage apply to S. G. WHEELER, Jr., President, No. 5 Bowling-green.

**FOR NASSAU, N. P.**

CARRYING THE ROYAL MAILS.

Atlantic Mail S. S. Co.'s steamer COLUMBIA, Capt. E. VAN SICE, THURSDAY, Dec. 2, at 3 P. M., from Pier No. 4 North River.

For freight or passage apply to S. G. WHEELER, Jr., President, No. 5 Bowling-green.

**FOR HAVANA**—UNITED STATES MAIL—The well-known first-class sidewheel steamship RAPIDAN, ED. WHITEHURST, Commander, will be dispatched from Pier No. 36 North River, on SATURDAY, Nov. 6, at 3 P. M.

For freight or passage, having superior stateroom accommodations, apply to LIVINGSTON, FOX & CO., No. 88 Liberty-st.

**FOR ST. THOMAS AND BRAZIL.**

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month:
SOUTH AMERICA, Capt. TINKLEPAUGH, Nov. 23.
NORTH AMERICA, Capt. SLOCUM, Dec. 23.
MERRIMACK, Capt. WIER, Jan. 23.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

**FOR SAVANNAH, GA.,**

AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE STEAMSHIPS, AND CENTRAL RAILROAD OF GEORGIA.

GREAT REDUCTION IN PASSENGER RATES TO ALL POINTS IN THE INTERIOR.

FOUR STEAMERS A WEEK.

TUESDAY, THURSDAY, AND SATURDAY.

THE STEAMSHIPS

SAN JACINTO, Captain ATKINS, SATURDAY, Nov. 6, from Pier No. 8 North River, at 3 P. M. WM. R. GARRISON, Agent, No. 5 Bowling-green.

HUNTSVILLE, Captain CROWELL, SATURDAY, Nov. 6, from Pier No. 13 North River, at 3 P. M. R. LOWDEN, Agent, No. 93 West-st.

VIRGO, Captain BULKLEY, TUESDAY, Nov. 9, from Pier No. 16 East River, at 3 P. M. MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South-st.

HERMAN LIVINGSTON, Captain CHEESEMAN, THURSDAY, Nov. 11, from Pier No. 36 North River, at 3 P. M. LIVINGSTON, FOX & CO., Agents, No. 88 Liberty-st.

**FOR NEW-ORLEANS DIRECT.**

THE CROMWELL LINE.

Steamships of this line will leave Pier No. 9 North River at 3 o'clock P. M., as follows:
CORTES ... NELSON ... Saturday, Nov. 6
GEO. WASHINGTON ... GAGER ... Saturday, Nov. 13

Freight taken for St. Louis, Mobile and Galveston at through rates.

For passage, first and second class, or freight, apply to H. B. CROMWELL & CO., No. 86 West-st.

**NOTICE TO TRAVELERS.**

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one; their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, custom-houses and conveyance of luggage; in securing the best accommodations, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants can always be obtained by applying to the COURIER SOCIETY, No. 6 Rue Alger, near the Tuileries Gardens, Paris.

**FOR FLORIDA.**

VIA FERNANDINA ROUTE.

THE FLORIDA STEAMSHIP COMPANY WILL DISPATCH THE FIRST-CLASS STEAMSHIP G. W. LORD, [illegible] HOBART,

ON SATURDAY, Nov. 6, from Pier No. 20 North River, at 3 P. M. Cargo delivered without lighterage at Mobile.

Is now receiving. Has elegant passenger accommodations.

Insurance guaranteed at one and a half per cent. to Mobile.

Through Rates and Bills Lading given to Selma, Montgomery and all points in the interior at LOWER RATES than any other line.

For Freight or Passage apply to J. T. PATTERSON, Agent, No. 17 West-st., or to R. H. DRUMMOND & CO., No. 94 Wall-st. Mobile Agents, A. J. INGERSOLL & CO.

**FOR CHARLESTON, S. C., THE FLORIDA PORTS, THE SOUTH AND SOUTHWEST.**—REGULAR LINE.—The popular steamship SARAGOSSA, C. RYDER, Commander, will sail THURSDAY, 11th November, at 3 P. M., from Pier No. 8, North River, foot of Rector-st.

Price of passage reduced to $15.

Through bills of lading to all points South and Southwest. Agents in Charleston (Ravenel & Co.) forward all goods free of commission.

ARTHUR LEARY, Agent, No. 73 William-st.

The sidewheel steamship MAGNOLIA, will sail 18th November.

**UNITED STATES PASSPORT BUREAU.**—United States passports indispensable to travelers, issued by J. B. NONES, Passport Agent, 203 Broadway.

## STEAMBOATS.

**FOR BOSTON** VIA FALL RIVER, TOUCHING AT NEWPORT.

The world renowned steamers BRISTOL AND PROVIDENCE, Commander BRAYTON, Commander SIMMONS, will leave (alternate days) DAILY from Pier No. 30 North River, foot of Chambers-st., AT FOUR P. M.

D. C. HALL'S CELEBRATED GOLD BUGLE, BRASS, STRING AND REED BANDS. GRAND PROMENADE CONCERT EVERY EVENING.

This is the only line running a SUNDAY NIGHT BOAT.

JAMES FISK, Jr., President.
M. R. SIMONS, Managing Director.
CHAS. H. VAILE, General Passenger Agent.
H. H. MANGAM, Freight Agent.
Narragansett Steamship Company.

**NOTICE.**

NARRAGANSETT STEAMBOAT COMPANY. FALL RIVER LINE. SUNDAY BOAT DISCONTINUED.

The steamers of this line will make their last Sunday trip this season Nov. 7, 1869.

JAMES FISK, Jr., President.
CHAS. H. VAILE, Gen. Pass. Agent.
M. R. SIMONS, Managing Director.

**STONINGTON LINE.**

TO BOSTON AND PROVIDENCE.

GREAT INSIDE ROUTE—SHORTEST AND MOST DIRECT.

Fare always as low as by any other line.

The new and elegant Side-wheel steamers STONINGTON and NARRAGANSETT,
Capt. WM. M. JONES. Capt. GEO. B. HULL.
From Pier No. 33, foot of Jay-st., North River, at 4 P. M.

Arriving ahead of all other lines.

Tickets sold and state-rooms secured at No. 3 Astor House, and at Dodd's Express office, No. 944 Broadway. D. S. BABCOCK, President Stonington Steamboat Company.

**PEOPLE'S LINE FOR ALBANY.**

THE LARGEST AND MOST MAGNIFICENT RIVER STEAMERS IN THE WORLD, THE ST. JOHN, DREW AND DEAN RICHMOND.

One of the above steamers will leave Pier No. 41 North River, EVERY AFTERNOON (Sundays excepted) at 6 o'clock, arriving at Albany in time to connect with railroad trains West and North. Returning, leave the Albany Steamboat Landing at 8 o'clock P. M., or on the arrival of connecting trains from the West and North. Through tickets can be obtained at the office on the wharf, and baggage checked to destination. Freight received until the hour of departure.

**SHREWSBURY, RED BANK AND LONG BRANCH.**—The steamer SEA-BIRD will leave New-York, foot of Warren-st., as follows:

| LEAVES NEW-YORK. | LEAVES RED BANK. |
|---|---|
| Saturday, Oct. 30, 2:30 P. M. | Friday, Oct. 29 ... 12:00 M. |
| Tuesday, Nov. 2, 2:30 P. M. | Monday, Nov. 1 ... 1:00 P. M. |
| Wednes., Nov. 3, 2:30 P. M. | Wednes., Nov. 3 ... 7:30 A. M. |
| Thursday, Nov. 4, 2:30 P. M. | Thursday, Nov. 4, 7:30 A. M. |
| Saturday, Nov. 6, 2:30 P. M. | Friday, Nov. 5 ... 8:30 A. M. |
| Tuesday, Nov. 9, 11:30 A. M. | Monday, Nov. 8 ... 8:00 A. M. |

**FOR NORWALK AND DANBURY.**—The steamboat NELLY WHITE leaves Pier No. 37 East River at 3:00 o'clock daily, and foot of 27th-st. at 3 P. M.

**FOR BRIDGEPORT, AND ALL** points on Housatonic and Naugatuck Railroads. Fare $1. Steamers leave Catharine-slip at 12 noon.

**FOR NEW HAVEN, HARTFORD,** &c.—The [illegible] leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

## PUBLIC NOTICES.

**SUPREME COURT.**—IN THE MATTER of the application of the Mayor, Aldermen and Commonalty of the City of New-York relative to the widening and straightening of Broadway, between Thirty-fourth-street and Thirty-ninth-street; and also for the making of that part of Broadway, between Thirty-second and Thirty-fifth streets, and that part between Forty-second and Forty-seventh streets, of a greater width than one hundred feet, in the City of New-York.—Pursuant to the statute in such case made and provided, the Mayor, Aldermen and Commonalty of the City of New-York, hereby give notice that, in conformity with the act of the Legislature of the people of the State of New-York, entitled "An act to alter the map or plan of the City of New-York, and to carry the alterations into effect," passed May 17, 1869, three-fifths being present, they intend to apply to the Supreme Court of the State of New-York, at a Special Term of said Court, to be held before the Honorable Albert Cardozo, Justice, in Room No. 12, second story, in the new Court House, in the City Hall, in the City of New-York, on WEDNESDAY, the 10th day of November, 1869, at 10 o'clock A. M., or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment, in the above-entitled matter; that the nature and extent of the improvement hereby intended is the widening of Broadway to the width of one hundred feet, and the straightening of the same, between Thirty-fourth-street and Fifty-ninth-street, and also the making of that part of Broadway, between Thirty-second-street and Thirty-fifth-street, and between Forty-second-street and Forty-seventh-street, of a greater width than one hundred feet, in the City of New-York, in the manner provided by said act of said Legislature. RICHARD O'GORMAN, Counsel to the Corporation.

Dated New-York, Oct. 15, 1869.

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, BUREAU OF THE RECEIVER OF TAXES, COURT HOUSE, PARK, NO. 32 Chambers-st., Nov. 1, 1869.

**TO TAXPAYERS.**—NOTICE IS HEREBY given that one per cent. will be added to all taxes unpaid on the 1st of December; also an additional one per cent. on Dec. 15. On all taxes remaining unpaid on Jan. 1 interest at the rate of twelve per cent. per annum, calculated from the day the books were received by the Receiver of Taxes to the day of payment, will be added. No money will be received after 2 o'clock P. M. Office hours from 8 to 2 P. M. BERNARD SMYTH, Receiver.

**IN PURSUANCE OF AN ORDER OF** William D. Veeder, Esq., Surrogate of the County of Kings, notice is hereby given, according to law, to all persons having claims against GEORGE C. TIEMAN, late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscribers, the executors, at the office of Thomas J. Northall, No. 6 Willoughby-st., in the City of Brooklyn, on or before the 27th day of November next.—Dated May 21, 1869.
GEORGE H. SIEMON, FREDERICK A. STOHLMANN, } Executors.
my22-law6mSa*

## RELIGIOUS NOTICES.

**ALLEN-ST. M. E. CHURCH, BETWEEN** Rivington and Delancey sts.—The Praying Band, Mr. SAMUEL HALSTED, leader, will be at this church the entire day. Services at 10½ o'clock A. M., 3 o'clock and 7½ o'clock P. M. Young people's prayer meeting at 6 o'clock. Seats free. Strangers and all others are cordially invited.

**GREENE-ST. M. E. CHURCH, BETWEEN** Broome and Spring sts.—Rev. A. H. SANDFORD, Pastor, will preach on SUNDAY at 10½ o'clock A. M. and 7 o'clock P. M. Prayer meeting on WEDNESDAY EVENING, and love feast on FRIDAY EVENING at 7½ o'clock. Seats free. Strangers and others are invited to attend.

**THE FIVE POINTS MISSION—SITE** of the Old Brewery, No. 61 Park-st., the original permanent Mission at the Points; Rev. J. N. SHAFFER, Superintendent.—Preaching at 10½ A. M. and 7½ P. M.; Sunday Schools at 9½ A. M. and 3 P. M.; short addresses by visitors; singing by the children. Friends of the cause are invited.

**ANTHON MEMORIAL CHURCH,** West 48th-st., between 6th and 7th avs.—Services at 10½ A. M. and 7½ P. M.; preaching by the Rector, Rev. R. HEBER NEWTON. On FRIDAY EVENINGS, at 8 o'clock, a course of lectures will be delivered by the Rector. Subject—*The Life of Christ.*

**CHURCH OF THE PURITANS WILL** hold divine services in Apollo Hall, corner of 28th-st. and Broadway, every SABBATH MORNING at 10½ o'clock. Preaching by Rev. Dr. CHEEVER on *The Necessity of an Inevitable Divine Revolution.* Seats free. Strangers and citizens are cordially invited.

**NEW-ENGLAND CONGREGATIONAL** Church.—Rev. James T. Ford (late of Stowe, Vt.) will preach SUNDAY at 10½ A. M. and 7½ P. M. in Rutgers Chapel, 5th-av., between 41st and 42d sts. Communion at close of morning service. Sabbath School at 3 P. M. Seats free.

**FIRST BAPTIST CHURCH, PARK-**av., between 39th and 40th sts.—Services—Sunday School at 9 A. M. Preaching by Pastor, T. D. ANDERSON, D. D., at 10½ o'clock A. M. and 3½ P. M. Prayer and Conference meeting at 7½ P. M.

**CHURCH OF THE STRANGERS—** Large chapel of the University, Washington-square.—Rev. Dr. DEEMS is to preach SUNDAY, at 10½ A. M. and 7½ P. M. Free seats. Cordial invitation and special attention to strangers.

**A FREE PRESBYTERIAN CHURCH,** corner of Market and Henry sts., Rev. EDWARD HOPPER, Pastor.—Preaching at 10½ A. M. and 7½ P. M. Sabbath School at 2 P. M. Address by the Pastor. Seats all free. Seamen invited.

**REV. WM. H. MILBURN, THE ELO-**quent blind clergyman, will preach at the French Episcopal Church Du St. Esprit, West 22d-st., between 5th and 6th avs., SUNDAY EVENING, Nov. 7, at 7½ o'clock.

**AT THE CHURCH OF OUR SAVIOUR,** (Sixth Universalist,) Rev. J. M. PULLMAN, Pastor, 35th-st., between 5th and 6th avs.—MORNING service at 10½ o'clock. EVENING 7½. Subject—*The Holy Trinity.*

**ST. THOMAS' CHURCH—L. W. WIL-**liams, sexton and undertaker, No. 396 6th-av.

**HOW TO ESCAPE HELL.—WHAT** Swedenborg Teaches.—A lecture by OLIVER DYER, Esq., at the Adelphi Academy, Brooklyn, Lafayette-av. and Hall-st., on SUNDAY EVENING, Nov. 7, at 7½ o'clock. Free to all.

**SWEDENBORG AND SPIRITUALISM.**—A lecture by L. T. WILLIAMS, Esq., at the COOPER UNION, ON SUNDAY EVENING, Nov. 7, at 7½ o'clock. Free to all.

**GRACE FREE CHAPEL, EAST 14TH-**st., opposite the Academy of Music.—The opening sermon in the Winter Course of Sermons for the People will be preached on SUNDAY EVENING, by Rev. A. H. VINTON, D. D. Sunday A. M., Rev. W. T. EGBERT.

**THE LADIES' UNION BAZAAR,** for the BENEFIT OF THE BUILDING FUND OF TRINITY BAPTIST CHURCH, will be held in APOLLO HALL, 28TH-ST., northwest corner of Broadway, Nov. 10, 11, 12, 13, 15 and 16.

**TRINITY PARISH.**

The Free Chapel of St. Chrysostom, corner of 7th-av. and 39th-st., (Rev. THOS. H. SILL, clergyman in charge,) although not yet ready for consecration, will be opened for Divine Service on SUNDAY, Nov. 7, at 10½ o'clock A. M., the Rector of the parish will officiate and preach, and the Holy Communion will be celebrated; at the 3½ P. M. service Rev. BENJ. I. HAIGHT, D. D., will preach; at the 7½ P. M. service the preacher will be Rev. G. H. SWOPE, D. D. The offertories at the several services will be devoted to the domestic and foreign missions of the Church. On behalf of the Rector, churchwardens and vestrymen of Trinity Church, New-York, MORGAN DIX, Rector.

**CHURCH OF THE HEAVENLY REST,** 5th-av., above 45th-st.—A series of extra services will be held in this church on the SUNDAY EVENINGS in November, at 7½ o'clock, and a course of sermons will be preached on *The Conservative Spirit of the Episcopal Church in its Regards Changes in Ritual and Doctrines,* as follows:

Nov. 7, Rev. Dr. CONRAD—*The Conservation of the Church a Basis for the Extension of Christendom.*

Nov. 14, Rev. Dr. WESTON—*Safety in the Old Paths which Turn Neither to the Right Hand nor to the Left.*

Nov. 21, Rev. Dr. HOWLAND—*The History of Ritual, an Illustration of the Conservative Power of the Church.*

Nov. 28, Rev. Dr. MORGAN—*The Old Paths, Lost and Regained.*

**CHURCH OF THE PILGRIMS, WEST** 48th-st., between 5th and 6th avs., N. Y. City.—Rev. T. T. KENDRICK, the Pastor, will preach on SUNDAY, at 10½ A. M. Subject—*Communion.* A public Temperance Meeting at 3 P. M. Rev. STEPHEN MERRITT and others will address the meeting. 7½ P. M., Mr. KENDRICK will preach on *the Great Sin of America.* All are invited; seats free.

**NEW-YORK PORT SOCIETY.—** Preaching on SUNDAY, at the Mariners' Church, corner of Catharine and Madison sts., at 10½ A. M. and 7½ P. M., by the Pastor, Rev. E. D. MURPHY. Preaching also at the Missions, corner of Water and Dover sts., by Rev. G. W. JONES, and at No. 27 Greenwich-st., by the Associate Pastor, Rev. B. F. MILLARD.

**YOUNG MEN'S CHRISTIAN ASSOCI-**ation of Spring-st. Church.—The opening lecture of the course before this Association will be delivered on TUESDAY EVENING, Nov. 9, in the church, Spring-st., near Varick, by Rev. WILLIAM AIKMAN, D. D. Subject—*On Developing Manliness.* All are cordially invited. Admission free.

**CHURCH OF ST. JOHN BAPTIST,** (Protestant Episcopal,) Murray Hill, Lexington-av., corner of 35th-st., Rev. C. R. DUFFIE, D. D., Rector.—SUNDAY services, 10½ A. M., 3½ P. M. Strangers will be furnished with seats. Pews can be procured by applying at the Church on Saturday afternoons and evenings.

**FRENCH EVANGELICAL CHURCH,** No. 9 University-place, between Waverley-place and 8th-st.—Divine service every SUNDAY MORNING at 10½, and EVENING at 7½, in the chapel of the Union Theological Seminary. Sunday School at 9 o'clock A. M. Pastor, Rev. A. GONY.

**THE TEACHERS' ASSOCIATION** of the Baptist Sunday School Union will meet with the First Baptist Church, Park-av., between 39th and 40th sts., MONDAY EVENING, Nov. 8, 1869, at 7:30 o'clock. Topic—*Mission work.* Opened by THOS. ANDERSON, D. D.

**THE CHAPEL OF THE PHILLIPS** Presbyterian Church, (formerly the Fifteenth-st. Church,) corner of Madison-av. and 73d-st., will be opened for divine service to-morrow, (Nov. 7.) Dr. ALEXANDER, Pastor, will preach at 10½ A. M., and Dr. PATTON at 3½ P. M.

**THE SUNDAY SCHOOL MISSION-**ary Society of the Fifth-av. Baptist Church will hold a public meeting SUNDAY EVENING, Nov. 7, at 7½ o'clock, in the church on 46th-st., near 5th-av. Addresses by Rev. THOMAS ARMITAGE, D. D., and SIDNEY W. ROOT, Esq. Cordial invitation to the public.

**UNITY CHAPEL, HARLEM, 126TH-**st. and 4th-av.—A dedicatory sermon will be preached by the Pastor, Rev. W. T. CLARKE, SUNDAY MORNING, on *The Church in Modern Society.* Services begin at 10½ A. M. and 7½ P. M. The public are cordially invited.

**THE WEST TWENTY-THIRD-ST.** Presbyterian Church, near 7th-av.—Rev. E. D. NORTHROP, Pastor, will preach on SUNDAY at 10½ A. M. Afternoon service at 3½ o'clock. First Anniversary of the young people's prayer meeting at 7½ P. M.

**SEVENTH-ST. M. E. CHURCH, 7TH-**st., near 2d-av.—Preaching at 10½ o'clock A. M. and at 7 o'clock P. M. by the Pastor, Rev. HORACE COOKE. Prayer meeting at 6 P. M.; also at the close of the evening sermon. Sabbath School at 9 A. M. and 2 P. M.

**ST. ANN'S FREE CHURCH, 18TH-ST.,** near 5th-av.—SUNDAY, Rev. E. H. COLE will preach at 7½ A. M., Rev. W. H. MILBURN at 10½ A. M., Rev. Dr. GALLAUDET at 3 P. M. for deaf mutes, and Rev. Mr. CASWELL at 7½ P. M. and 4 P. M. Evening service with catechetical instruction.

**THE SERVICE OF SONG.**—A SPECIAL service of song will be held every SUNDAY EVENING in the Church of the Holy Trinity, Madison-av. and 42d-st., at 7½ o'clock. The Rector, Rev. STEPHEN H. TYNG, Jr., will preside. Strangers will be provided with seats.

**REV. GEO. H. HEPWORTH WILL** preach at the Church of the Messiah, Park-av. and 34th-st., SUNDAY, Nov. 7, morning and evening. Subject, morning—*True Ideas of Punishment Here and Hereafter.* Public invited.

**HARLEM**—NEW PRESBYTERIAN ENTERprise.—By request Rev. HOWARD CROSBY, D. D., will preach SUNDAY, Nov. 7, at 3 P. M., at National Hall, corner 125th-st. and 3d-av. A cordial and earnest invitation is extended to all.

**MR. I. FRANK WHITE WILL** speak before the Society of Progressive Spiritualists at the Everett Rooms, Broadway and 34th-st., SUNDAY at 10½ and 7½ o'clock. Public session of the Children's Lyceum at 2½ P. M.

**THE EVANGELICAL ALLIANCE** will meet, and eminent speakers will address the meeting, on SUNDAY EVENING, at 7½ o'clock, at the Reformed Dutch Church, corner of 5th-av. and 29th-st.

**REV. CHARLES H. PAYSON WILL** lecture at the Fortieth-st. Presbyterian Church, near Lexington-av., TUESDAY, Nov. 9, 1869, at 7½ P. M. Subject—*A Walk and a Talk about the Treeless Alps.* Tickets, 25 cents. Doors open at 6½ o'clock.

**A SECOND DISCOURSE IN A SERIES** on *The Family Life* will be preached by Rev. Dr. W. AIKMAN, in the Spring-st. Presbyterian Church, (near Varick-st.,) SUNDAY MORNING. Subject—*Husbands and Wives; Mutual Duties.*

**REV. ISAAC WESCOTT, D. D., WILL** preach in the temporary chapel of Plymouth Baptist Church, No. 601 5th-av., just below 47th-st., SUNDAY at 10½ A. M. and 7½ P. M. Sunday School at 9 and 2.

**FORTY-SECOND-ST. PRESBYTERIAN** Church, west of Broadway.—God willing, services SUNDAY at 10½ A. M. and 7½ P. M., by the Pastor, Rev. W. A. SCOTT, D. D. Evening subject—*The Sixth Commandment.*

**THE GREAT DAY OF JEZREEL.—** Bishop SNOW, of Mount Zion, will preach in the University, Washington-square, on SUNDAY, at 3 P. M. Seats free. Subject—*The Gathering of Israel to Jerusalem.* Hos. i., 11.

**PROTESTANT EPISCOPAL CHURCH** of the Advent, 46th-st., north side, between 5th and 6th avs., Rev. A. B. HART, Rector.—Hours of service on SUNDAY, 10½ o'clock A. M., 3½ o'clock P. M. Sunday School, 2 o'clock P. M.

**HALL OF THE HISTORICAL SO-**ciety, corner of 2d-av. and 11th-st.—Presbyterian Church. Services on SABBATH at 10½ A. M. and 7½ P. M. Preaching by Rev. GEORGE S. CHAMBERS. Sabbath School at 9 A. M. and 2½ P. M.

**HOWARD MISSION AND HOME FOR** Little Wanderers, No. 40 New Bowery.—Sabbath School on SUNDAY, at 2½ P. M., and preaching at 7½ P. M. in the chapel. All are invited.

**GRACE CHURCH**—BROADWAY AND 10th-st.—On SUNDAY and thereafter until further notice, the hour for the afternoon service at Grace Church will be 3½ o'clock.

**REV. W. PAGE, PASTOR, WILL PREACH** in the Presbyterian Church, corner Thompson and Houston sts., on SABBATH, at 10½ o'clock A. M. and 7½ P. M. The public are invited.

**REV. CHARLES E. CHENEY, OF CHI-**cago, will preach in the Church of the Holy Trinity, Madison-av. and 42d-st., on SUNDAY AFTERNOON at 3 o'clock.

**REV. DR. SHEDD WILL PREACH** in the Chelsea Presbyterian Church, West 22d-st., near 9th-av., SUNDAY MORNING, Nov. 7, at 10½ o'clock.

**ST. STEPHEN'S EPISCOPAL CHURCH,** Rev. Dr. PRICE, Rector.—Services on SUNDAY at 10½ A. M. and 7½ P. M., at the Home Chapel, No. 29 East 29th-st. The Rector will preach.

**THIRTY-SEVENTH-ST. M. E. CHURCH.**—Preaching on SUNDAY at 10½ A. M. by Rev. W. MCALLISTER, and at 7½ P. M. by Rev. W. C. STEEL. Seats free. Sunday School at 9 and 2.

**CHURCH OF THE ATONEMENT,** corner of 28th-st. and Madison-av.—Divine service at 10½ A. M. and 7½ P. M. Rev. Bishop EASTBURN will preach in the evening.

**JOHN-ST. M. E. CHURCH.**—REV. DR. CREARY, of St. Louis, Mo., will preach at 10½ A. M., and the Pastor, Rev. WM. P. CORBIT, at 7 P. M. Seats free. Strangers cordially invited.

**MURRAY HILL BAPTIST CHAPEL,** Lexington-av., near 37th-st.—Preaching at 10½ by Rev. L. G. SHELDRAKE, and at 7½ o'clock by Rev. S. A. CORBY, D. D.

**R. M. STRATTON, PASTOR OF LEX-**ington-av. M. E. Church, cor. 52d-st., will preach SABBATH MORNING at 10½, and in the evening at 7½.

**ST. LUKE'S M. E. CHURCH, 41ST-ST.,** near 6th-av.—Preaching on SUNDAY at 10½ A. M. and 7½ P. M., by Rev. R. B. FOSTER, D. D.

## BOARDING AND LODGING.

**A THIRD FLOOR, CONSISTING OF** four rooms, completely furnished, (together or divided,) ample pantries, bath, &c., to let, with first-class board; highest references given and required. Apply at No. 11 West 41st-st., near 5th-av.

**A PRIVATE FAMILY WILL LET** an entire second floor, handsomely furnished, with back parlor and extension, to parties desiring first-class accommodations. Private table only. References required. Apply at No. 21 West 19th-st.

**A SMALL PRIVATE FAMILY RE-**siding in their own house, desire to let one or two elegantly-furnished apartments, with superior board, or with private table. Apply at No. 147 East 21st-st., opposite the Gramercy Park Hotel.

**NO. 46 WEST 22D-ST.—AN ELEGANT** suite of rooms on second floor; rooms on third floor; also a large front room on the fourth floor, suitable for two gentlemen or gent and wife; house first class.

**A PRIVATE FAMILY HAVING MOVED** into the large corner house, No. 100 East 22d-st., will rent an elegant second floor, with private table; also other rooms, with board; newly papered, painted and furnished. Highest references exchanged.

**A GENTLEMAN AND WIFE OR TWO** single gentlemen, can obtain a pleasant room with board, and every convenience and comfort, near Gramercy Park. Address A. E., Box No. 118 Times Office.

**FIFTH-AV., NO. 343—PRIVATE TABLE** if desired; second and third floors partially furnished or newly furnished complete; desirable parties may make very favorable arrangements for the Winter.

**NO. 22 EAST 30TH-ST., NEAR LEX-**ington-av.—A gentleman and wife, or two single gentlemen can find a pleasant home in a private family living in their own house. References exchanged.

**NO. 150 WEST 19TH-ST., SECOND** floor, with back parlor and private table, to a party of adults, in a private family where there are no other boarders.

**NO. 34 WEST 11TH-ST., NEAR ST.** Denis Hotel, rooms on parlor, also on third floor, suitable for a party of gentlemen or gentleman and wife.

**TWO FRONT PARLORS, SECOND** and third floors, furnished, with board, for gentlemen and wives, or single gentlemen; references exchanged. Inquire at No. 210 East 16th-st.

**NO. 52 EAST 30TH-ST.—FURNISHED** rooms to let to gentlemen, with or without board; house and location very desirable; private family; references.

**ROOMS EN SUITE, WITH OR WITH-**out private table; also, a few rooms for gentlemen; references exchanged. No. 52 Union-place, one door above 17th-st.

**THIRTY-FIFTH-ST., ONE DOOR FROM** Park-av.—Handsomely furnished front room on the second floor, with modern conveniences, to let with board. Inquire at No. 102 East 35th-st.

**FIRST-CLASS ROOMS, FURNISHED,** with board; bed and sitting room on second floor; best references given and required. Apply at No. 22 Clinton-place.

**NO. 15 WASHINGTON-PLACE, FIVE** doors from New-York Hotel—Two handsomely furnished rooms to let, with or without board, suitable for gentlemen and wife or single gentlemen.

**A PLEASANT HOME AND GOOD** home fare at No. 74 7th-av., near 14th-st.; two furnished rooms on second floor, with board. A room also for a single gentleman.

**FIFTH-AV., OPPOSITE THE BRE-**voort House, one of two handsomely-furnished floors, with board, private table preferred, in the first-class house No. 19 5th-av.; references exchanged.

**NO. 51 EAST 10TH-ST., (NO. 5 BRE-**voort-place,) two doors west of Broadway, newly and elegantly furnished rooms to let, convenient to stages, cars and places of amusement. Reference.

**NO. 4 ASHLAND-PLACE, PERRY-ST.—** Large newly-furnished front parlor; also other rooms, with first-class table board, to families and single gentlemen; terms moderate.

**NO. 55 WEST 34TH-ST., BETWEEN** 5th and 6th avs.—A parlor extension, (well adapted for two persons,) handsomely furnished, to let with first-class board.

**ROOMS WITH BOARD ON UNION-**place.—Second floor nicely furnished. Parties desiring choice accommodations apply to Everett Library, No. 72 West 34th-st.

**THIRTY-FOURTH-ST., NEAR BROAD-**way.—To let with first-class board, large handsome room; third floor; secretary bed. No. 120 West 34th-st.

**NO. 122 WEST 12TH-ST., BETWEEN** 6th and 7th avs.—A suite of rooms on second floor, together or separate; also room on third floor, with board. References exchanged.

**A PRIVATE FAMILY AT NO. 6 WEST** 35th-st. can accommodate a gentleman and wife or three gentlemen with furnished rooms and board; references required.

**NO. 20 WEST 33D-ST.—ONE LARGE** pleasant room, handsomely furnished, on second story, sunny side, with ample closets, hot and cold water, &c., with first-class board.

**A PARLOR AND BEDROOM TO** rent, with or without board, with use of piano; also, nicely furnished rooms for housekeeping. Address No. 407 5th-av.

**NO. 215 EAST 10TH-ST.—TWO FRONT** Parlors, second and third floors, furnished, with board, for gentlemen and wives, or single gentlemen; references exchanged.

**NO. 130 MADISON-AV., CORNER OF** 31st-st.—A handsomely-furnished parlor to let, with board; also large room suitable for two gentlemen; references exchanged.

**A VERY HANDSOME PARLOR AND** bedroom to let, with or without private table, at No. 270 4th-av., house adjoining Calvary Church.

**HALL BEDROOM TO LET TO A** gentleman, without board. Call at No. 100 East 29th-st., corner of 4th-av.

**NO. 12 EAST 42D-ST.—VERY DESIRA-**ble rooms, singly and en suite, to let with full board.

**NO. 54 WEST 40TH-ST.—HANDSOME-**ly-furnished rooms to let, with first-class board, for families and single gentlemen.

**NO. 41 EAST 21ST-ST.—A VERY FINE** suite of second story rooms to let, with board; handsomely furnished; references exchanged.

**NO. 94 WEST 30TH-ST.—PLEASANT** room, furnished, suitable for a gentleman and wife or single gentlemen.

**NO. 150 WEST 12TH-ST.—A SECOND** floor, with use of back parlor, and private table to a party of adults; references.

**NO. 104 WEST 35TH-ST.—HANDSOME-**ly-furnished rooms to rent, with board; house and location first class.

**NO. 48 EAST 19TH-ST.—TO LET, VERY** pleasant rooms at moderate prices, between Broadway and 4th-av.

**NO. 29 WEST 33D-ST.—A HANDSOME** second floor to let, separately or together, with or without private table. References exchanged.

**NO. 4 EAST 10TH-ST., ONE DOOR** from 5th-av., fine suite of rooms to let, with private table only, to a small family.

**NO. 99 WEST 10TH-ST.—SUITE OF** parlors and dining room, with private table; also, rooms with or without board.

**FURNISHED ROOMS TO LET WITH** board. Apply at No. 2 West 31st-st.

**TWO GENTLEMEN CAN BE PLEASANT-**ly accommodated with board at No. 41 3d-av.

**A PRIVATE FAMILY HAS DESIRABLE** rooms with or without board. No. 253 West 24th-st.

## BOARD WANTED.

**A FAMILY OF FOUR, GENTLE-**man, wife, child and nurse, who have recently relinquished housekeeping, desire a full suite of rooms (with private table) for a permanent home, in a strictly private, genteel and well-located house. A small family, who would like to arrange upon reasonable terms, by addressing MERCHANT, Box No. 3,622 Post Office, stating particulars, if satisfactory, shall have immediate reply.

**BOARD WANTED, BY A WIDOW** and three children, where music and French will be received as part payment. Address Mrs. B. H., Box No. 122 Times Office.

**BOARD WANTED—FOR A GENTLEMAN,** wife and three children—youngest 6 years; references given and required. Address M. C. S., Box No. 3,149 New-York Post Office.

## LEGAL NOTICES.

**SUPREME COURT.**—COUNTY OF RICHMOND.—THE GLOBE MUTUAL LIFE INSURANCE COMPANY vs. HELEN M. COOK, BENJAMIN F. COOK, ROBERT FOULDS, CHARLES JONES, Assignee in Bankruptcy of the said Benjamin F. Cook and Morgan Jones.—Amended Summons for Relief.—(Com. not Ser.)—To the defendants and each of them: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the County of Richmond, State of New-York, on the 9th day of October, 1869, and to serve a copy of your answer to the said complaint on the subscribers at their offices, No. 236 Broadway, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and, if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, Oct. 25, 1869. TAYLOR & ANDREWS, Plaintiff's Attorneys.

A copy of the amended summons and complaint was filed with the Clerk of Richmond County on the 9th day of October, 1869. TAYLOR & ANDREWS, Plaintiff's Attorneys.
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**NEW-YORK SUPREME COURT.**—County of Kings.—THEODORE YOUNG, EVELINE YOUNG and JOSEPH YOUNG by JOHN D. PRAY, their guardian or next friend, plaintiffs, against JOHN YOUNG, BENJAMIN YOUNG and MARGARET A. CATHIL, defendants.—Summons for relief.—To the defendants above and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the Kings County Court House, Brooklyn, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 389 Fulton-st., (over the Dime Savings Bank,) Brooklyn, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demanded in the complaint.—Dated Nov. 3, 1869.

PRAY, KNAEBEL & PRAY, Plaintiffs' Attorneys, No. 389 Fulton-st., Brooklyn.

The complaint herein was duly filed in the Office of the Clerk of Kings County on the 4th day of November, 1869. PRAY, KNAEBEL & PRAY, Plaintiffs' Attorneys.
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## LOANS.

**DIAMONDS, WATCHES, JEWELRY** and silver ware bought, and money loaned on them, by GEO. C. ALLEN, No. 415 Broadway, one door below Canal-st.

## AMUSEMENTS.

**ACADEMY OF MUSIC.**

ITALIAN OPERA.

THIS SATURDAY, Nov. 6, at 1½, FIRST GRAND MATINEE. IL TROVATORE.

BRIOL. LEFRANC.

The performance of this opera on Wednesday evening created the greatest furor ever known in this country.

Admission to Matinee ... $1.
Secured seats ... 50 cents extra.

MONDAY, Nov. 8, KELLOGG. CRISPINO E LA COMARE. MISS C. L. KELLOGG, in her great part of Annetta. GIORGIO RONCONI, in his great comic character of the Cobbler.

Seats can now be secured for any of the above representations at the Academy of Music, Schirmer's, No. 701 Broadway, and No. 112 Broadway.

**ACADEMY OF MUSIC—MATINEE.**

THIS (SATURDAY,) Nov. 6, at 1. FIRST GRAND MATINEE. IL TROVATORE.

BRIOL. LEFRANC.

LAST TIME OF BRIOL AND LEFRANC IN TROVATORE.

**MADAME ANNA BISHOP**

Has the honor of announcing that she will make HER REAPPEARANCE IN NEW-YORK, AT STEINWAY HALL, WEDNESDAY EVENING, NOV. 10, after an absence of four years, during which she has made

A CONCERT TOUR OF THE WORLD, a circuit including the four quarters of the globe.

On which occasion she will be assisted by SIGNOR GIORGIO RONCONI, the eminent baritone buffo.

M. KOWALSKI, the eminent pianist and composer, from the Paris Conservatoire (his first appearance in America.)

MR. STEPHEN MASSETT, Vocalist, Composer and Lecturer, his first appearance since his return from the Orient, California and Utah.

MR. G. W. MORGAN, the renowned Organist.

MR. FRANK GILDER, Conductor and Accompanist.

Tickets of admission, including reserved seats, $1, on sale at Schirmer's, No. 701 Broadway; the Theatre Ticket Office, No. 112 Broadway, and at the box office of the hall. The sale of tickets will commence on Monday, at 9 A. M.

**FIFTH-AVENUE THEATRE.**

Under the management of AUGUSTIN DALY.

TO-DAY AT 2. TO-NIGHT AT 8.

LAST TIME OF SHE WOULD AND SHE WOULD NOT.

MONDAY NIGHT, and every evening next week, MUCH ADO ABOUT NOTHING.

WEDNESDAY—Benefit of Mrs. Scott-Siddons.

NEXT WEEK, CASTE.

First appearance of Mrs. F. S. CHANFRAU.

**WOOD'S MUSEUM AND MENAGERIE**

Successor to Barnum's, BROADWAY, corner of 30th-st.

OPEN EVERY DAY FROM 9 A. M. TO 10 P. M.

Admission to all the attractions, 30 cents.

| Friday night. | LIVING | SATURDAY |
|---|---|---|
| BENEFIT. | WILD | MATINEE. |
| RITA SANGALLI | ANIMALS, | FLICK FLOCK. |
| and | LIONS, | Last Time, |
| FLICK FLOCK. | TIGERS. | SANGALLI. |

**EVENINGS UP TOWN.**

COURSE OF THREE LECTURES.

TUESDAY EVENING, NOV. 9, HON. GEORGE W. CURTIS, AMERICAN LITERATURE.

TUESDAY EVENING, NOV. 16, REV. WILLIAM H. MILLBURN, WHAT A BLIND MAN SAW IN PARIS.

TUESDAY EVENING, NOV. 23, WENDELL PHILLIPS, DANIEL O'CONNELL.

TRENOR'S LYRIC HALL, 6th-av., between 41st and 42d sts.

Doors open at 7 o'clock; commence at 8.

Tickets—Season, $2; single admission, 75 cents.

To be had at Fleming's, No. 683 6th-av.; Randolph's, 770 Broadway; Kirby's, 633 Broadway, and at the door.

**NATIONAL ACADEMY OF DESIGN.**—The third Winter exhibition of pictures and sculpture is now open day and evening at the Galleries, corner 23d-st. and 4th-av.

**JOHN B. GOUGH ON TEMPERANCE,** at Cooper Institute, TUESDAY EVENING, Nov. 9, 1869, under the auspices of the National Temperance Society. Tickets 50 cents. Reserved seats $1. To be had at the rooms of the Society, No. 172 William-st.; Carter Bros., No. 530 Broadway; Fowler & Wells, No. 389 Broadway; A. D. F. Randolph & Co., No. 770 Broadway.

**FREE AMUSEMENT THIS DAY.—** Premium Bonnets and Hats on exhibition, elegant styles, gold medal millinery. L. BINNS' Millinery, No. 577 Broadway, largest in the world, opposite Niblo's Theatre. Matinee hats.

**FRENCH THEATRE.**—14th-st. and 6th-av., five minutes' walk from B'way.

C. W. TAYLEURE ... Lessee and Manager.

OPENING NIGHT, WEDNESDAY, NOV. 10.

First time of H. Leslie and J. G. Clarke's great new drama,

LIGHTS AND SHADOWS | LONDON, | OF THE GREAT CITY.

The most complete and perfectly realistic production yet given to the American stage.

SCENERY EXPRESSLY IMPORTED FROM LONDON.

All new, illustrating the most celebrated historic views of London. In fact,

A PANORAMA OF THE GREAT METROPOLIS WITH AN EXCELLENT CAST.

PROLOGUE—LONDON BRIDGE, with accurate views of Fishmongers' Hall, The Tower, Billingsgate Market, The Thames and Shipping, Custom House, &c.

ACT 1.—Charing Cross Railway Depot, Charing Cross, Temple Bar, Sydenham.

ACT 2.—Old Bailey Criminal Court, St. Paul's Cathedral, Greenwich Park and Hospital, the Poultry, Royal Exchange, Mansion House, Bank of England, &c., London Docks, and Departure of a Large Steamship.

ACT 3.—A London Drawing Room.

NOTE THESE PRICES: General admission, 50c.; orchestra, $1 50; balcony boxes, $1; family circle, 25c.

MATINEE EVERY SATURDAY AT 1½.

Box sheet now open at the usual offices.

**BOOTH'S THEATRE.**

23d-st., between 5th and 6th avs.

SEVENTH WEEK.

MONDAY and EVERY EVENING except SATURDAY, MISS BATEMAN as MARY WARNER.

MARY WARNER MATINEE ON SATURDAY AT 1.

SATURDAY EVENING, NOV. 6, LAST TIME OF ENOCH ARDEN.

SATURDAY EVENING, NOV. 13, Palgrave Simpson's domestic drama of TIME AND THE HOUR.

NOTICE.—In order to accommodate those residing in the suburbs and adjacent cities, the Box Sheet for MARY WARNER will be opened TWO WEEKS IN ADVANCE, at the box office of the theatre, or at its branch ticket office, at the music store of C. H. Ditson & Co., No. 711 Broadway.

Parties can address the box office of the theatre, inclosing the amount, and can rely on having the best disengaged seats reserved for them.

**WALLACK'S.**

Proprietor and Manager ... Mr. LESTER WALLACK.

Doors open at 7½. To commence at 8 P. M.

In consequence of APPROACHING NOVELTIES, the following pieces can only be presented as announced:

THIS SATURDAY, Nov. 6, (last time for the present,) STILL WATERS RUN DEEP.

It is respectfully announced that MR. LESTER WALLACK will make his first appearance, this season, MONDAY EVENING, Nov. 8, on which occasion will be presented a new comedy, by the author of "School," "Caste," &c., entitled HOME.

The play will be presented with entirely new scenery, furniture and appointments, and for the first time in America, from the original MS., as performed at the Haymarket Theatre, London, for 150 SUCCESSIVE NIGHTS.

The box book for Mr. Wallack's nights and Saturday Matinees is now open.

In preparation, for Saturday night, Tom Taylor's powerful drama of HENRY DUNBAR.

**TAMMANY.**—UNPRECEDENTED SUCCESS of the HANLONS, LITTLE BOB, the Infant Wonder. THE GREAT ACT! New pantomime, Lord Dundreary, the GREAT CARLTON, Professor FRENCH, his educated dogs Dick and Dash, Female Drum Corps, comic ballet, TURN HIM OUT. ADMISSION, FIFTY CENTS; FAMILY CIRCLE, TWENTY-FIVE CENTS. GRAND MATINEE TO-DAY AT 2. CHILDREN TO MATINEE, HALF PRICE.

**NEW-YORK CIRCUS.**

14th-st., opposite Academy of Music.

L. B. LENT ... DIRECTOR

MATINEES AT 2½ WEDNESDAY AND SATURDAY.

First week of the GREAT ALI BEN ABDALLAH TROUPE of REAL BEDOUIN ARABS. REAL BEDOUIN ARABS. REAL BEDOUIN ARABS.

THE MAMMOTH CIRCUS TROUPE will also appear in diversified feats of HORSEMANSHIP AND ACROBATIC SKILL.

Admission, 50 cents; children under 10 years, 25 cents. To reserved seats, 75 cents.

**GRAND VOCAL AND INSTRUMENTAL CONCERT.**

STEINWAY HALL.

MONDAY EVENING, Nov. 8, 1869, of the German Young Men's Christian Association of New-York, for the benefit of the German Evangelical Mission Society in the United States of America.

Herr CARL FEININGER, Director.

ORCHESTRA OF 50 MEN, and assisted by the following artists, who have kindly volunteered:
Miss G. FEININGER, Soprano,
LOUISA LUTZ, Mezzo Soprano,
Herr HUGO BUSSMEYER, } Piano.
Herr PINNER,
Herr CARL FEININGER, Violin.
Herr W. CANDIDUS, Tenor, &c., &c.

Tickets 50 cents. Reserved seats $1. To be had at the ticket offices, Nos. 112 and 701 Broadway, and at Steinway Hall on the day of the concert.

**SOMERVILLE ART GALLERY.**

CORNER 5TH-AV. AND 14TH-ST.

EXHIBITION OF PAINTINGS. "THE NINE MUSES," BY JOSEPH FAGNANI.

From 9 A. M. to 5 P. M. Evening from 7 to 10.

ADMISSION 25 CENTS.

**GRAND OPERA HOUSE.**

Corner of 23d-st. and 8th-av.

JAMES FISK, Jr. ... Proprietor.

THIRD WEEK. EXCITEMENT INCREASING. OVERFLOWING HOUSES.

EDMUND FALCONER. EDMUND FALCONER. EDMUND FALCONER.

In his successful Irish military drama, CHARLES O'MALLEY, CHARLES O'MALLEY, CHARLES O'MALLEY, founded on the popular romance.

THE IRISH DRAGOON. THE IRISH DRAGOON. THE IRISH DRAGOON.

THE PROCESSION, THE DUEL, THE BATTLE. INFANTRY, ARTILLERY, and troop of MOUNTED DRAGOONS ON REAL HORSES, WITH THEIR SPLENDID BRASS BAND.

EVERY EVENING and SATURDAY MATINEE.

ADMISSION ... 50 CENTS.

**NIBLO'S GARDEN.**

Lessees and Managers ... JARRETT & PALMER.

TWO PERFORMANCES TO-DAY, AFTERNOON AT 2, EVENING AT 8.

The inimitable comedienne, LOTTA, will appear in John Brougham's drama entitled LITTLE NELL AND THE MARCHIONESS.

SUPPORTED by a CAST SPECIALLY SELECTED.

THE SCENERY, APPOINTMENTS, &c., &c., ALL NEW.

**OLYMPIC THEATRE.**

LAST MATINEE OF STREETS OF NEW-YORK.
LAST MATINEE OF STREETS OF NEW-YORK.
LAST MATINEE OF STREETS OF NEW-YORK.
AT 2 O'CLOCK THIS DAY.

THIS EVENING, LAST PERFORMANCE OF STREETS OF NEW-YORK.

MONDAY, NOV. 8, the great, new, life-like drama of POOR HUMANITY.

**BOWERY THEATRE.**

THREE SUPERB PIECES. GREAT NOVELTIES. DARK HOUR BEFORE DAY. DON JUAN. BABES IN THE WOOD. SONGS AND DANCES.

**SAN FRANCISCO MINSTRELS.**

NO. 585 BROADWAY.

Glorious reception. Hundreds turned away.

BIRCH, WAMBOLD, BERNARD and BACKUS. SAN FRANCISCO MINSTRELS, WITH NEW FACES, NEW DECORATIONS, NEW SONGS, NEW DANCES, NEW ACTS, NEW MUSIC, &c.

**REV. WM. MORLEY PUNSHON**

Will lecture at the COOPER INSTITUTE, WEDNESDAY, DEC. 8.

Subject: "WESLEY AND HIS TIMES."

Tickets, 50 cents; reserved seats, 75 cents.

For sale at the following places:
Methodist Book Rooms, No. 805 Broadway;
W. C. Palmer, Jr., No. 14 Bible House;
Jas. Miller, No. 647 Broadway, and
Tibbal's book store, No. 37 Park-row.

**THE NEW-YORK CONSERVATORY OF MUSIC.**

No. 82 5th-av., corner 14th-st., and No. 839 Broadway, New-York; Nos. 126, 130 and 132 Court-st., near State, Brooklyn.

THE FIRST MUSICAL INSTITUTE IN AMERICA.

INSTRUCTION DAILY, from 9 A. M. to 9 P. M., in all branches of Vocal and Instrumental Music and the Modern Languages.

Several eminent European and resident Professors have been added to the able corps of instructors.

TERMS—REGULAR CLASSES, $10 per quarter.

PRIVATE INSTRUCTION, $25 per quarter.

FREE ELEMENTARY CLASSES, designed especially for pupils who are deficient in the rudiments of music.

APPLICATIONS RECEIVED from 9 A. M. to 9 P. M., at the General Conservatory offices, NO. 839 BROADWAY, NEW-YORK, NO. 126 COURT-ST., NEAR STATE, BROOKLYN.

## INSTRUCTION.

**MOUNT WASHINGTON COLLEGIATE INSTITUTE.**

Classical, Commercial, English, French and German, No. 40 Washington-square, (south,) GEORGE W. CLARKE, A. M., Principal. Fits pupils of all ages for Business or College on reasonable terms.

For references, terms, &c., see circulars to be had at the Institute, which parents are invited to visit.

Students admitted at any time to the classes for which they are prepared. Extra branches optional.

**ANTHON GRAMMAR SCHOOL,**

NOS. 212 AND 214 5TH-AV., CORNER 26TH-ST., reopens in its Classical, French, English and Primary departments on MONDAY, Sept. 6. The Gymnasium on MONDAY, Oct. 4.

**ROCKLAND FEMALE INSTITUTE,** Nyack, on the Hudson, N. Y.—The Fall Term of this Seminary for the complete education of young ladies, will commence Sept. 17. For admission, or circular with full particulars, address Rev. L. DELOS MANSFIELD, A. M., President.

**DR. F. BERTHET'S FRENCH,** English and Classical School commences its 31st [illegible] year on Sept. 20, at 820 Broadway. There is a gymnasium. Circulars at Lockwood's, 812 Broadway.

**DR. VAN NORMAN'S FRENCH AND ENGLISH FAMILY AND DAY SCHOOL FOR YOUNG LADIES,** Nos. 5 and 7 East 61st-st., N. Y., will reopen Oct. 1, 1869. For full information send for circular. Address as above.

**MISS ARMSTRONG'S** French and English Boarding and Day School FOR YOUNG LADIES, No. 28 East 21st-st. Was reopened on Tuesday, Sept. 21. Address, personally or by letter, as above.

**MRS. SYLVANUS REED'S** French and English Boarding and Day School for Young Ladies, No. 101 East 29th-st., corner of Park-av., Murray Hill, will commence its sixth year the 22d September. Circulars sent on request.

**BOARDING SCHOOL FOR BOYS.**

NORWALK, CONN.

C. M. SELLECK, PRINCIPAL.

The Winter session of this school will commence on WEDNESDAY, the 3d of November.

**HUDSON RIVER INSTITUTE AND CLAVERACK COLLEGE** offers a four years' collegiate course for ladies. Graduates receive the baccalaureate degree. A three years' seminary course for ladies and gentlemen. The best college preparation for young men. Board and tuition in the entire course $250 a year. Address Rev. ALONZO FLACK, A. M., Claverack, N. Y.

**THE MURRAY HILL INSTITUTE,** a boarding and day school for young gentlemen, No. 38 Park-av., between 35th and 36th sts., Rev. Joseph D. Hull, Principal, will reopen on MONDAY, Sept. 20.

Circulars, with full information, sent on application.

**WEST BRANCH BOARDING SCHOOL** for boys, Jersey shore, Lycoming County, Penn., reopens Sept. 8. Parents and guardians cannot find a more healthy location, with thorough preparation for business or college, and every home comfort. $250 per year. For circulars address F. DONLEAVY LONG, A. M., Principal.

**HOME INSTITUTE—TARRYTOWN, N.** Y.—Young ladies can pursue a thorough course of instruction in English and French, and enjoy the care and comfort of home. Address Miss M. W. METCALF.

**JOHN MAC MULLEN'S SCHOOL FOR** Boys will be reopened on WEDNESDAY, Sept. 15, at No. 900 Broadway, corner of 20th-st. Circulars at the book store of Mitchell & Seixas, No. 911 Broadway, and at the School. Three boarders will be received.

**PREPARATORY FRENCH AND ENG-**lish day school for little boys. Mrs. PARROTT, assisted by professors, continues to receive her pupils at No. 30 East 29th-st., between Madison and 4th avs. Circulars at Lockwood's.

**$5 EACH**—BOOKKEEPING, WRITING, arithmetic, grammar, spelling, day and evening; preparatory course; ladies' department; private instruction; telegraphy, French, German and shorthand. THOMPSON'S COLLEGE, No. 20 4th-av.

**MRS. PARKS & MRS. BENEDICT'S** English and French Boarding and Day School for Young Ladies, No. 150 Madison-av., corner 32d-st., reopens Sept. 22. For circulars apply as above.

**MISS WARREN'S ENGLISH AND** French School for Boys, Trenor's Lyric Hall, 6th-av., between 41st and 42d sts.—Parents wishing a good school for boys under 14 will do well to call.

**IRVING INSTITUTE, TARRYTOWN, N.** Y.—A Boarding School for Boys. The school year will commence Sept. 14. For circulars apply to D. S. ROWE, M. A., Principal.

**J. H. MORSE'S ENGLISH, CLASSICAL** and Mathematical School for boys, No. 838 6th-av., near 37th-st., reopens MONDAY, Oct. 4. For circulars apply to J. H. MORSE, A. M., 138 East 33d-st.

**SOUTH ORANGE PRIORY, N. J.—** French and English boarding and day school. Address Miss GALE.

**MISS F. B. PRIEST'S SCHOOL, NO.** 36 East 16th-st., near Stuyvesant-square, will reopen MONDAY, Sept. 20.

**MISS M. C. ARBUCKLE'S SELECT** class for little girls, now open at No. 260 West 38th-st.

**MILITARY BOARDING SCHOOL,** White Plains, N. Y. Principal, O. R. Willis, Ph. D.

**MRS. FITZ-HENRY'S SCHOOL, NO.** 40 Irving-place, reopened Sept. 21.

## TEACHERS.

**WANTED—A THOROUGH CLASSICAL** and English teacher in New-Jersey. Inquire of E. MILLARD, No. 17 Beekman-st., New-York.

## DANCING.

**A. DODWORTH'S CLASSES FOR DANCING,**

At No. 212 5th-av., on Mondays, Thursdays, or Tuesdays and Fridays.

At No. 381 5th-av., on Wednesdays and Saturdays, or Saturday mornings. Fifth-av. stages now pass the door. Also, evening classes on Mondays and Thursdays for gentlemen. Send for a circular.

**DE GARMO'S DANCING ACADEMY,** NO. 82 5TH-AV., CORNER 14TH-ST. Morning, Afternoon and Evening Classes—Tuesdays and Fridays, Wednesdays and Saturdays.

**HLASKO'S ACADEMY OF DANCING,** 64 West 34th-st.—Morning and afternoon classes daily. Gentlemen Monday and Thursday, at 8 P. M.

## RAILROADS.

**HUDSON RIVER RAILROAD.**

Trains leave 30th-st. depot as follows:
6:45 A. M., way train for Albany.
8:00 A. M., Buffalo express, drawing-room cars attached.
10:30 A. M., Northern and Western express, drawing-room cars attached.
11:00 A. M., special Chicago express, through in 36 hours; elegant drawing-room cars attached.
4:00 P. M., Montreal express, drawing-room cars attached.
6:30 P. M., Pacific express, with sleeping-cars attached; through to Chicago without change, (daily.)
11:00 P. M., night express, sleeping-cars attached.
2:30 P. M., Hudson train.
5:00 P. M., Poughkeepsie train, (Sundays, 9 A. M.)
10:00 A. M., 4:15 and 7 P. M., Peekskill trains.
5:30 and 6 P. M., Sing Sing trains.
6:30, 7:10, 9, 9:40 and 11:30 A. M., 3, 4:25, 5:10, 7:10 and 11:30 P. M., Yonkers trains.

J. M. TOUCEY, Superintendent.

Aug. 30, 1869.

**ERIE RAILWAY.**—TRAINS WILL LEAVE Depots, foot of Chambers-st. and foot of 23d-st., as follows:

Through Express trains, at 8 A. M., 10 A. M., 5:30 P. M. and 6:30 P. M., daily. New and improved drawing room coaches will accompany the 10 A. M. train through to Buffalo, connecting at Hornellsville with magnificent sleeping coaches through to Cleveland. Sleeping coaches will accompany the 8 A. M. train from Susquehanna to Buffalo; the 5:30 P. M. train to Buffalo, and the 6:30 P. M. train to Rochester, Buffalo and Cincinnati. An emigrant train leaves daily at 6 P. M.

For Port Jervis and Way, 11:30 A. M., daily, stopping at all stations; and 4:30 P. M., Orange County Express, connecting for Warwick, Shawangunk and Unionville.

For Middletown and Way, at 3:30 P. M.

For Graycourt and Way, at 8:30 A. M., daily.

For Newburg and Way, at 8 A. M., 3:30 and 4:30 P. M.

For Suffern and Way, at 5 P. M. and 6 P. M. Theatre train, at 11:30 P. M.

For Paterson and Way, from 23d-st. Depot, at 6:45 A. M., 10 A. M., 12 M., 1:30 P. M., (daily,) 4 P. M., 5 P. M. and 6:30 P. M. From Chambers-st. Depot, at 6:45 A. M., 10:15 A. M., 12 M., 1:45 P. M., (daily,) 4 P. M., 5:15 P. M. and 6:45 P. M.

For Hackensack and Way, from 23d-st. Depot, at 9 A. M., 12 M., 4 P. M., 5:45 P. M. and 6:45 P. M. From Chambers-st. Depot, at 9 A. M., 12 M., 4 P. M., 6 P. M. and 6:45 P. M.

For Piermont, Monsey and Way, from 23d-st. Depot, at 9 A. M., 1 P. M., *3:30 P. M., 4 P. M., 5 P. M., *5:30 P. M. and Saturdays only *12 midnight. From Chambers-st. Depot at 9 A. M., 1 P. M., *3:30 P. M., 4:15 P. M., 5:15 P. M., *5:30 P. M., and Saturdays only *12 midnight.

Tickets for passage and for apartments in drawing room and sleeping coaches can be obtained, and orders for the checking and transfer of baggage may be left at the Company's offices, Nos. 241, 529 and 957 Broadway; No. 205 Chambers-st., and foot of 23d-st., New-York; No. 3 Exchange-place, and Long Dock Depot, Jersey City, and of the agents at the principal hotels.

* To Piermont only.

L. D. RUCKER, Gen'l Sup't. WM. R. BARR, Gen'l Pass'r Ag't.

**SOUTH SIDE RAILROAD OF LONG ISLAND.**—Winter Arrangement.—On and after Oct. 25 the trains will leave the Roosevelt and Grand-st. Ferries as follows: 8:45 A. M., mail and passenger for Patchogue; 10 A. M., for Merrick; 3:30 P. M., express to Patchogue; 4:30 P. M., accommodation for Islip, on Saturdays through to Patchogue; 6:30 P. M., for Merrick, on Saturdays through to Babylon. All trains connect at Valley stream, except the Merrick late and early trains. C. W. DOUGLAS, Superintendent.

**NORTHERN RAILROAD OF NEW-JERSEY.**—Trains will leave New-York by the Pavonia Ferry, foot of Chambers-st., as follows: At 9 A. M., 1, 3:30, 4:15, 5:15 and 5:30 P. M., and at 12 midnight, on Saturdays. The 9:15 A. M. and 1, 4:15 and 5:15 P. M. trains run through to Monsey.

## EXCURSIONS.

**FOR CHARTER FOR EXCURSIONS.**—The fine side-wheel steamboat STAMFORD is in good order and ready for business. Apply at the office of the Bridgeport Steamboat Company, Pier No. 35 East River.

## NEWSPAPERS.

**POLITICAL ECONOMY.—MR. GREE-**ley's twenty-first chapter on "Protection to American Industry," is published in the daily Tribune of this morning, and treats on wool and woolens. Price four cents; $10 per annum.

## MUSICAL.

**STEINWAY & SONS' GRAND, SQUARE AND UPRIGHT PIANOS. RECIPIENTS OF THE FIRST GRAND GOLD MEDAL** of Honor at the Exposition Universelle, Paris, 1867, the Grand Testimonial Medal of the Paris Societe des Beaux Arts, in the same year; the Grand Honorary Gold Medal of Merit, with the Crown and Ribbon from the King of Sweden and Norway, and the Academical Honors and Membership from the Royal Academies of Sciences and Arts, of Berlin and Stockholm; and also of the First Prize Medal at the International Exhibition in London, 1862, together with thirty-five first-class premiums in the United States.

WAREROOMS, STEINWAY HALL, NOS. 109 AND 111 EAST 14TH-ST., NEW-YORK.

**MUSIC FOR HOME AND FAMILY USE.**

No home should be without a copy of HYMNS ANCIENT AND MODERN.

The hymns and tunes of this hymnal are gathered alike from the treasures of antiquity and from modern sources, making it the most suitable book that can be obtained for family and home use, its cheapness putting it within the reach of all.

Price, words and music, 90 cents.
Price, words only, 25 and 60 cents.

POTT & AMERY, Cooper Union, (New-York,) 4th-av.

**UPRIGHT PIANOS.**

MARTIN & SON'S patent bulged iron frame upright pianos, equal to the best squares for standing in tune and for power and quality of tone. Manufactory No. 34 East Houston-st., near Broadway.

Upright pianos to rent.

**PIANOS, MELODEONS AND ORGANS.**—Prices greatly reduced for cash. New 7-octave pianos of first-class makers for $275 and upward. New cabinet organs for $45 and upward. Second-hand instruments from $40 to $175. Monthly installments received and instruments for rent. Warerooms No. 481 Broadway. HORACE WATERS.

**THE MASON & HAMLIN ORGAN** Company, manufacturers of first-class Organs only. The largest assortment in the country, at lowest prices, which are fixed and invariable; $50 to $1,000 each. Organs to rent. Warerooms, No. 596 Broadway.

**IF YOU WANT A GOOD PIANO, CHEAP,** call at L. P. CUMMINGS' wareroom, 1 Union-sq. Sold on installments or rented, any way to suit customers. Only look at them before you decide elsewhere.

**A CONTRALTO DESIRES A SITUATION** in a church quartet choir. Episcopal preferred. Inquire of G. SCHIRMER, No. 701 Broadway.

**CHURCH ORGANS.**—W. H. DAVIS & SON, No. 67 Downing-st., offer for sale organs of 8, 10, 12 and 24 stops, pedals bass, at reduced prices.

## MEDICAL.

**THE PATENT ANTI-RHEUMATIC WADDING.**

After the plan of Abee Kerl Nedebel, the celebrated Arabian physician, has the miraculous power of curing the most obstinate sickness in a most surprisingly short time.

It takes away rheumatism and all sickness arising from a cold, through absorption and suppression, and restores completely to health. Sold by druggists everywhere. Wholesale depot, [illegible], No. 66 Broadway.

**A PHYSIOLOGICAL VIEW OF MARRIAGE.**—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser to the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

**$20,000 IN GOLD CANNOT PUR-**chase the recipes of Dr. HUNTER'S Remedies, with which he cures old chronic cases of private diseases, such as mercurial or syphilitic rheumatism, ulcers in the throat, nose, or any other part of the human system; secondary, tertiary or hereditary syphilis, gleet, strictures, fistula, impotence. Although he can cure venereal disease, however virulent, he will agree to "make no charge if unsuccessful," but must be insured his fee when he effects the cure. Physician instructed and supplied as usual. Dr. HUNTER, No. 3 Bond-st., late of and nearly forty years at No. 3 Division-st.

**LOSS OF MANHOOD, OR IMPO-**tence, resulting from the follies of youth, or other causes; young, middle-aged, or even old men, permanently restored to manly vigor. Those afflicted should be careful and find the right place. Dr. LEWIS has given his special attention to the cure of private diseases without mercury for the last forty years in New-York City. Office No. 7 Beach-st.

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## MACHINERY.

**LOW-PRICED MACHINERY.**

The Jersey City Locomotive Works having leased their real estate, propose to immediately part with the balance of their machinery at very low prices. Call and examine, or send for a catalogue.

WM. S. AUCHINCLOSS, Steuben and Warren sts., Jersey City.

**A WRIGHT VARIABLE CUT-OFF** engine, 25 horse power, nearly new and in fine order, to be sold cheap; also a general variety of machinery, at No. 208 Water-st., near Beekman-st. F. HOWGEAN.

## POLITICAL NOTES.

The Utica Observer claims for George Sanford, the Democratic candidate for Senator in the Nineteenth District, a majority of eight votes. Five of these votes were cast for George H. Sanford.

Hon. Charles J. Folger, Republican, re-elected Senator in the Twenty-sixth District, ran about [illegible] ahead of his ticket in Ontario County.

The Argus claims thirteen majority for William D. Murphy, the Democratic candidate for member of Assembly in the First District of Albany County.

The member of Assembly in the Second District of Delaware County is now conceded to the Democrats. This is a Republican loss. [illegible], the candidate elected, was formerly a member of the Senate.

Matthew P. Bemus is reelected to the Assembly from the First District of Chautauqua County, by 575 majority over Dr. F. B. Brewer, the Independent Republican candidate. He had 281 majority in his own town, and carried all but three or four towns in his district.

The Albany Argus claims 25,000 majority for Nelson, and a larger majority in the balance of the Democratic State ticket. It also claims eighteen Senators, conceding the election of the Republican candidate in the Thirty-first (the Erie) District.

The majority for William M. Graham, the Democratic candidate for Senator in the Tenth District, is about 800.

The Lyons Republican says that Anson S. Wood, Republican, is elected to the Assembly from the First District of Wayne County.

Our list of Assemblymen elect, corrected by the later returns, gives the Democrats a majority of sixteen, there being fifty-six Republicans and seventy-two Democrats.

## THE MUNICIPAL ELECTION.

### Offices to be Filled—The Ring Candidates.

The State election is over, and the "Ring" have swept the board. They have elected every candidate they put in nomination, with the exception of two Assemblymen, and one of these—Mr. Costa, of the Ninth District—they will doubtless cheat out of his place when it comes to the official count. They have done even better than last year, for at that election three candidates for the Assembly were successful who ran in opposition to the Tammany nominees. It is not strange, therefore, that the "Ring" feels stronger than ever, and that, with the aid of a Democratic Legislature to shape legislation in accordance with their wishes, they consider themselves firmly established in power for an indefinite time to come.

The next move to be made on the Tammany chess board is for the Ring to make up a "slate" for the municipal election to come off on the first Tuesday of next month. The prizes to be won at this contest are not less valuable than those at stake in the election just past. Under the new law reorganizing the Board of Aldermen, there are twenty-one of these functionaries to be elected, instead of seventeen, as heretofore, which, together with twenty-one Assistant Aldermen, make up a list of forty-two fat berths of $4,000 salary each, besides "jobs" and stealings, which, in the hands of Democrats, will amount to at least three times as much more.

Then there are nine Police Justices and nine Civil Justices to be elected, with salaries of $5,000 a year each, and six years' term of office. This makes a list of sixty offices to be filled at the December election, for each of which there are not less than a dozen aspirants in the Tammany fold, who have equal claims to the favor of the "Ring." Under these circumstances it would seem a difficult task to make up a slate that shall command the acquiescence of the disappointed aspirants and their friends; but the "Ring" are accustomed to difficult tasks, and they will, no doubt, perform this one as successfully, and with as little murmuring from the disaffected as heretofore. Implicit obedience to the decrees of Sweeny, Tweed and Connolly is now the cardinal article in the faith of St. Tammany. To rebel against them, or to question their justice or wisdom, is a mortal sin, to be followed by excommunication and eternal political damnation.

The movements and consultations of the Ring triumvirate for the coming week will, therefore, be watched with eager interest by the politicians, far surpassing that with which the faithful will look for the deliberations of the Ecumenical Council.

The following list of Ring candidates for Aldermen and Assistant Aldermen will afford the readers of the Times a forecast of the December slate, and, although it may not prove entirely correct, it will be found to be as near the truth as one not in the full confidence of the Ring is competent to prepare.

| Dist. | Aldermen. | Assistant Aldermen. |
|---|---|---|
| 1. | John Moore. | John Healey. |
| 2. | Thomas Coman. | Patrick Lysaght. |
| 3. | Jas. Monahan. | John Bush. |
| 4. | Richard Walters. | Jno. Gannon. |
| 5. | Henry Hughes. | Isaac Robinson. |
| 6. | Anthony Miller. | Lawrence E. Hill. |
| 7. | Jas. J. Gumbleton. | Jas. G. Brakeman. |
| 8. | Edward Welsh. | Jno. Matthews. |
| 9. | Peter Culkin. | Jas. J. Foley. |
| 10. | Joseph Hoffman. | Bernard Costello. |
| 11. | James McKeever. | John J. Walsh. |
| 12. | Henry Woltman. | Edward Costello. |
| 13. | Otto H. Coop. | Patrick Gibney. |
| 14. | John Reilly. | John McEvoy. |
| 15. | Lawrence O'Brien. | John Murray. |
| 16. | John Nesbitt. | Nicholas Houghton. |
| 17. | Geo. W. Cregier. | Thomas Ryan. |
| 18. | R. Croaker. | Peter Seeley. |
| 19. | David S. Jackson. | John Halloran. |
| 20. | Jas. Cunningham. | Bernard Golligan. |
| 21. | Geo. H. E. Lynch. | Michael Shelley. |

POLICE AND CIVIL JUSTICES.

A good share of the present Police and Civil Justices, as of the Aldermen and Assistant Aldermen, will be renominated. The slate is not yet fully decided upon, but the following new men have the inside track for the nomination:

Alderman McQuade for Police Justice in the Ninth (new district,) and Josiah Porter, ex-member of the Assembly, for Civil Justice; John Scott for Police Justice in the Fourth District, and Anthony Hartman, ex-member of the Assembly, for Civil Justice; Thomas Pitman for Civil Justice in Ledwith's district; William H. Tracey for Civil Justice in the Fifth District, in place of Loew, elected to the Common Pleas Court; J. Walker Fowler for Civil Justice in Dodge's district.

There will doubtless be other changes, but the above are all that are regarded as certain at the present writing.

### The Vote in the Fourth Senatorial District.

The result of the canvass in this district, the only one from which full returns did not come on the night of the election, has at length been made known, and shows an overwhelming majority for Tweed. Both Goulding and Bosworth having withdrawn from the contest, Benjamin Mills was placed in the field at the eleventh hour.

FOURTH SENATE DISTRICT.

| Ward. | Tweed. | Mills. |
|---|---|---|
| First | 2,876 | 367 |
| Second | 201 | 78 |
| Third | 887 | 126 |
| Fourth | 2,180 | 321 |
| Fifth | 1,086 | 666 |
| Sixth | 5,873 | 229 |
| Seventh | 4,900 | 767 |
| Thirteenth | 2,607 | 886 |
| Fourteenth | 3,676 | 614 |
| Total | [illegible] | [illegible] |

Majority for Tweed, [illegible].

### The Vote for District-Attorney and Coroner.

The returns which came in yesterday from missing districts complete the canvass for District-Attorney and Coroner, and show the following to be the full vote of the City:

DISTRICT-ATTORNEY.

Smith ........ 20,080 | Garvin ........ [illegible]
Anthony ........ 11,519 | Tomlinson ........ [illegible]

CORONER.

Nelson W. Young .. 44,000 | Wm. Shirmer ........ [illegible]

### The Judiciary Vote.

Returns from all except a few election districts give the following as the voting in this City for a Judge of the Court of Common Pleas and a Judge of the Marine Court:

FOR COURT OF COMMON PLEAS.

Bell ........ 21,000 | Loew ........ [illegible]

MARINE COURT.

[illegible] ........ 28,380 | Gross ........ [illegible]

### The Vote for Recorder and Surrogate.

With the exception of a few districts the full returns of the votes for Recorder and Surrogate are now in and give the following result:

FOR RECORDER.

Hackett ........ 72,000 | Eaton ........ [illegible]

FOR SURROGATE.

Hutchings ........ [illegible] | Dayton ........ [illegible]

### Second Assembly District.

The result of the election as regards the choice of a member of Assembly in the Second Assembly District of Westchester County, appears to be uncertain for the present, the Democrats claiming to have the correct figures and the election of their candidate, which was celebrated in the town of East Chester by a grand demonstration on Thursday evening; on the other hand the Republicans feel satisfied that their candidate, Edward C. Gady, has been elected by a majority of six. The positive result will not probably be known until about Tuesday next, when the Board of County Canvassers will meet and perform some close figuring in the matter.

## THE WORKINGMEN'S UNION.

### Address by Mr. Young in Regard to the Workingmen and Tammany Hall.

The Workingmen's Union assembled at No. 267 Bowery last evening, Mr. Nelson W. Young presiding. The Committee appointed to act with the Arbeiter Union reported progress. The delegates from the paper stainers' organization stated that their trade was still on a "strike." They said that the "bosses," had combined against them, and that the "strike" had become a question whether labor shall be equal with capital or not. The delegates from the journeymen gilders' organization announced that their trade proposed to make a demand for an increase of wages to-day, being desirous of receiving thirty-five cents an hour, instead of thirty, the present price. If the demand is not acceded to the trade will stop work. Mr. Jessup, Secretary of the Union, said that he had written to the Secretary of the Treasury in relation to the enforcement of the Eight-hour law among the laborers on the new Post Office building, but that he had, as yet, received no answer. He mentioned that it was asserted in the newspapers that a committee of three had been appointed at Washington to inquire into the matter, but that he had not yet been informed of their action. He also said that he had received a reply from Governor Hoffman, in relation to the appointment of workingmen at Randall's Island, in which the latter stated that he was unaware that he had any appointments to make in connection with the House of Refuge at Randall's Island, but that if such was the case, he would be happy to receive suggestions of names. The Corresponding Secretary was instructed to write to President Grant in regard to work on the new Post Office building. Messrs. Murphy, Campbell and Welles were appointed a Committee to ascertain how Governor Hoffman can be reached in the matter of appointments at Randall's Island. Messrs. Ennis, Fitzgerald and Lennon were chosen as a Committee in selecting legal assistance to aid the Union in drafting bills to be presented to the next Legislature.

Mr. Nelson W. Young subsequently made an address in reference to the position which he held before the public at the recent election. He claimed that he was nominated as the workingmen's candidate for Coroner, and that he ran as such, not pledging or binding himself to any political party. He said that the editor of a certain newspaper, purporting to be the workingmen's organ, approached him previous to the election, offering to secure him the Tammany nomination for Alderman in case he abandoned the contest for Coroner. He believed that he had received 20,000 majority at the late election, but that Tammany Hall had counted him out. He concluded by protesting against the misrepresentations recently made by the alleged workingmen's organ. The meeting subsequently adjourned.

### Excitement in Brooklyn on the Vote for Sheriff—Another Mandamus Issued—The Friends of Cunningham Betting on the Final Result.

The excitement about the Brooklyn City Hall and Kings County Court House, yesterday, in regard to the result of the election on the vote for Sheriff evinces an amount of chagrin on the part of the calculating and dashing Democracy indicative of the fact that but for the decisive and wise conduct of the Police, in many of the polling places on election day, there would have been no trouble to borrow on the score of disappointment when the contest was over. Not all the calculations were checkmated, but a sufficient number of small schemes were upset to merely encourage still hopeful Democrats and friends of John Cunningham to bet on the result as it is to be announced by the Board of County Canvassers. Honest electors irrespective of party, however, think that the figures as already announced are decisive in favor of the election of Anthony Walter to the office of Sheriff. The Democrats claim that the majority for Walter of 1,344 has been reduced by the correction of a mistake in the count in the Ninth District, Fifth Ward, giving Cunningham 300 more, and that the returns from the Ninth District in the Tenth Ward added 400 to Cunningham's vote, making in all about 600 votes, still leaving Walter with a majority of over 800. The Democrats next calculate largely upon the returns from the Fourth District in the Twenty-first Ward, and expect to get from that point sufficient to wipe Walter out completely. This is their last hope.

To this end application was made to Judge Gilbert, in the Supreme Court, yesterday, to issue a writ of mandamus, ordering Captain Leich, of the Forty-ninth Precinct, to deliver to the two Canvassers of the Fourth District, Twenty-first Ward, the ballot boxes which were abandoned by them on the evening of the election, because the police and citizens insisted upon being present at the counting of the vote. The counting of the vote in the district alluded to is not likely to add to Cunningham's prospect of success, a fact which was, no doubt, apparent to the managers of the Democratic machine on the day of election, hence the objection to count the ballots in presence of the Police and citizens. The mandamus was issued, and, of course, the boxes are deliverable at the polling place as soon as the Canvassers are ready to count them. The Democracy still hold out stoutly proclaiming that there are not figures enough to elect Walter.

## FOREIGN MARKETS.

LONDON, Nov. 5—11 A. M.—Consols open at 93¼ for money and 93⅜ for the account. American Securities opened quiet and steady. United States Five-twenty Bonds, 1862, 83¾; 1865, old, 82½; 1867, 83¼; Ten-forties, 77⅞. Erie Railway shares, 20¼; Illinois Centrals, 98½; Atlantic and Great Western, 24½.

LIVERPOOL, Nov. 5—11 A. M.—Cotton—The market opens steady. Middling Uplands, 12⅛d.; Middling Orleans, 11⅞d. The sales of the day are estimated at 12,000 bales. The sales of the week have been 106,000 bales, of which 20,000 were for export, and 24,000 on speculation. The receipts of the week have been 44,000 bales, of which 16,000 were American. The stock in port is estimated at [illegible] bales, of which 21,000 are American. The stock of Cotton at sea is estimated at 241,000 bales, of which 69,000 are American.

BREADSTUFFS—No. 2 Red Western Wheat, 9s. 1d. ⅌ cental. The receipts of Wheat at this port for three days have been 24,000 quarters, of which 20,000 are American.

LONDON, Nov. 5.—Refined Petroleum, 1s. 8¾d.@1s. 9d. ⅌ gallon.

HAMBURG, Nov. 5.—Petroleum closed firm last night.

BREMEN, Nov. 5.—Petroleum closed firm last night.

FRANKFORT, Nov. 5.—United States Five-twenty Bonds closed firm at 89¾@89⅞ for the issue of 1862.

HAVRE, Nov. 5.—Cotton closed quiet, both on spot and afloat.

HAMBURG, Nov. 5.—Petroleum closed firm, but unchanged.

BREMEN, Nov. 5.—Petroleum closed at 7 thalers 20 groats.

LONDON, Nov. 5—1 P. M.—Consols 93¼ for money and 93⅜ for the account. American Securities are firm. Erie Railway Shares, 20¾.

LIVERPOOL, Nov. 5—1 P. M.—Breadstuffs—Wheat, 9s. 3d. ⅌ cental for California White; 9s. 6d.@[illegible] for No. 1 Red Western, and 8s. 4d. for Red Winter. Flour, 23s. ⅌ bbl. for Western Canal. Corn, 28s. ⅌ quarter for European.

LONDON, Nov. 5.—Whale Oil, £40 ⅌ ton.

PARIS, Nov. 5.—The Bourse opens quiet; Rentes, 71f. 37c.

ANTWERP, Nov. 5.—Petroleum opens firm and unchanged.

LIVERPOOL, Nov. 5—2 P. M.—Trade Report.—The market for Yarns and Fabrics at Manchester is less favorable, but does not affect the Cotton market.

PARIS, Nov. 5—2:30 P. M.—The Bourse is dull. Rentes, 71f. 22c.

FRANKFORT, Nov. 5.—United States Five-twenty Bonds opened firm.

HAVRE, Nov. 5.—Cotton opened quiet, both on the spot and afloat; Low Middling, afloat, 135½f. ⅌ cwt.

BREMEN, Nov. 5.—Petroleum opened firm at 7 thalers 20 groats.

HAMBURG, Nov. 5.—Petroleum opened firm and unchanged.

LONDON, Nov. 5—4:30 P. M.—Consols closed at 93¼ for money and 93⅜ for the account. American Securities closed quiet and steady; United States Five-twenty Bonds, 1862, 83¾; 1865, old, 82½; 1867, 83¼; Ten-forties, 77¼. Erie, 21; Illinois Centrals, 98¼; Atlantic and Great Western, 24½.

LIVERPOOL, Nov. 5—4:30 P. M.—Cotton—The market closed steady. Middling Uplands, 12⅛d.; Middling Orleans, 12¼d. The sales of the day have been 12,000 bales, of which 2,000 were taken for speculation and export.

BREADSTUFFS—Wheat, 9s. ⅌ cental for No. 2 Red Western.

PRODUCE—Petroleum, 1s. [illegible] ⅌ gallon for Spirits; Turpentine, 27s. ⅌ cwt.

LONDON, Nov. 5.—Sugar quiet and steady on the spot; easier afloat, at 26s. 6d. ⅌ cwt. for No. 12 Dutch Standard.

HAVANA, Nov. 5.—Sugar buoyant; offers on the basis of 8¾@9 reals ⅌ arrobe for No. 12 Dutch Standard.

ANTWERP, Nov. 5—2 P. M.—Petroleum closed firm; prices unchanged.

## DOMESTIC MARKETS.

ST. LOUIS, Nov. 5.—Tobacco steady and unchanged. Cotton quiet; Middling, 24¼c. Flour unchanged. Wheat [illegible]; No. 2 Spring in the elevator, part inspected, [illegible]; No. 1 Red Fall, [illegible]; No. 1 do., [illegible]; Choice, $1 17@1 [illegible]. Corn dull; Mixed, in bulk, [illegible]; White, [illegible]; Mixed, in sacks, [illegible]; Yellow, [illegible]. Oats declining; sales at [illegible] in sacks. Barley firmer; good Iowa, [illegible]; Prime to strictly Prime Minnesota, $1 [illegible]. Rye declining; sales at [illegible]. Whisky, $1 05. Provisions dull. Pork, [illegible]. Dry-salted Meats lower; Shoulders, [illegible]; Clear Sides, [illegible]. Bacon—No Shoulders in the market; Clear Sides are firmer at [illegible]; Rib Sides, [illegible]. Lard dull; Choice Tierce, [illegible]. Cattle unchanged. Live Hogs steady; [illegible]; averaging [illegible]. Receipts—Flour, 1,600 bbls.; Wheat, [illegible] bushels; Corn, 4,000 bushels; Oats, [illegible] bushels; Barley, 11,000 bushels; Rye, 1,000 bushels.

CHICAGO, Nov. 5.—Exchange firm at 1-10 off buying; par@1-10 premium selling. Flour quiet and firm, at [illegible] for Iowa grades to choice Minnesota. Wheat dull and higher; sales of No. 1 at [illegible]; No. 2 at [illegible]; in the afternoon quoted [illegible]

PHILADELPHIA, Nov. 5.—Cotton dull and declined ¼c. Flour dull; Superfine, $5@5 25; Extras, $5 50@5 75; Spring Wheat Extra Family, $6@6 75; Pennsylvania do., $6@6 50; Good and Choice Indiana and Ohio do., $6 25@7. Wheat dull; Western and Pennsylvania Red, $1 28@1 32; White, $1 45. Rye unchanged. Corn very quiet; Yellow, $1@1 03; Mixed Western, 98c.@99c.; do. Heated, 88c. Oats unchanged. Petroleum steady and unchanged. Sugar dull; Fair and Good Refining Cuba, 11¼c.@11¾c.; Grocery grades, [illegible]. Molasses inactive. Provisions dull. Mess Pork steady and unchanged. Lard dull at 18c. Whisky sells at $1 12@$1 14 for Wood and Iron-bound.

BALTIMORE, Nov. 5.—Cotton dull and heavy; Middling nominally 25¼c. Flour dull and lower for all, except well-known brands; Howard-street Superfine, $5 25@5 62½; do. Extra, [illegible]; do. Family, $6 75@8; City Mills Superfine, $5 25@6 25; do. Extra, $6@7; do. Family, $7 25@9 50; Western Superfine, $5 25@5 50; do. Extra, $5 75@6 50; do. Family, $6 75@7 25. Wheat dull and lower at $1 25@1 40 for Good to Choice Red. Corn dull; Old White, $1@1 02; New, 85c.@90c. Rye dull; nominally at 90c.@$1. Oats, 55c.@57c. Mess Pork quiet at $32. Bacon firm; Rib Sides, 18c.@18¼c.; Clear Sides, 18¾c.@[illegible]; Shoulders, 16c.; Hams, 20c.@22c. Lard quiet at 18c.@18½c. Whisky dull at $1 11@1 12.

CINCINNATI, Nov. 5.—Flour dull, with no demand; Family, $5 25. Wheat dull; No. 1 Red Winter offered at $1 11, with no buyers; No. 2 in the market at [illegible]. Corn firm, with a light supply; in good demand at 85c. Oats dull at 45c.@50c. [illegible] Barley dull; choice Fall held at $1 30; Canada, $1 50. Rye dull; No. 1, 90c. Cotton dull; Middling, 24¼c. Tobacco active; supply light. Whisky unsettled; [illegible]. Bacon, 16¾c.@[illegible] for Shoulders; 19¼c.@19¾c. for Clear Sides. Bulk Meats—Nothing doing. Green Meats dull at 10½c.@11¼c. for Shoulders, Sides and Hams. Lard—New Steam, 16¾c.

OSWEGO, Nov. 5.—Flour steady; sales 2,300 bbls. at $5 25@6 50 for No. 1 Spring; $6 50@6 75 for Amber Winter; $7@7 25 for White; $7 50@7 75 for Double Extra. Wheat quiet and no sales. Corn quiet and nominal. Barley inactive; Up-lake Canada held at $1 10, and Bay Quinte at $1 25, without buyers. Cornmeal, $1 90 ⅌ cwt. Millfeed steady; Shorts, [illegible]; Shipstuffs, [illegible]; Middlings, [illegible] ⅌ ton. Railroad Freights—Flour to Boston, 65c.; to New-York, 55c.; to Albany, 45c. Lake Imports—27,400 bushels Wheat, 169,000 bushels Barley, 641,000 feet Lumber. Canal Exports—3,270 bbls. Flour, 28,500 bushels Wheat, 71,600 bushels Barley, 7,200 bushels Rye, 1,000,000 feet Lumber.

NEW-ORLEANS, Nov. 5.—Cotton—Receipts of the week, gross, 28,300 bales; net, 24,426 bales; sales of the week, 26,400 bales; exports to Liverpool, 3,660 bales; to Havre, 2,700 bales; to Bremen, 3,066 bales; coastwise, 2,506 bales; stock, 80,244 bales. The market closed easier at 24¼c.@24½c. for Middling; receipts to-day, 7,101 bales; sales, 4,700 bales. Coffee firm; Fair, 15c.@15¼c.; Prime, 16¾c.@17¼c. Whisky dull at $1 20@1 22. All other articles are unchanged. Gold, 127. Sterling Exchange, 137½. New-York Sight Exchange par@¼ ⅌ cent. discount.

SAVANNAH, Ga., Nov. 5.—Cotton—Net receipts of the week, 13,510 bales Uplands and 220 bales Sea Islands. Exports—To Great Britain, 1,600 bales Uplands; to the Continent, 3,374 bales; coastwise, 5,582 bales Uplands and 93 bales Sea Islands; stock, total, 12,519 bales Uplands and [illegible] bales Sea Islands. Sales of the week, 5,300 bales Uplands and 120 bales Sea Islands. Stock, [illegible] bales Uplands and 1,750 bales Sea Islands. The market closed dull at 24¼c. for Middling. Receipts to-day, 2,576 bales; exports, 376 bales.

BUFFALO, Nov. 5.—Receipts—Flour, 9,000 bbls.; Wheat, 214,000 bushels; Corn, 20,000 bushels; Barley, 5,000 bushels. Shipments—Wheat, 13,000 bushels; Corn, [illegible] bushels. Freights—22½c. on Wheat, 19c. on Corn, 12c. on Oats. Flour neglected. Wheat inactive. Oats—Nothing doing. Corn dull and firm; sales 17,000 bushels No. 2 Western at 86c. to arrive; 6,000 bushels No. 2 at 85c., and 8,000 bushels do. at 84c., both on spot. Pork, $31. Lard, 17¼c.@18c. Highwines, $1 14.

ALBANY, Nov. 5.—Wheat in moderate supply, and milling demand restricted. Rye quiet at $1 14 for State, with sales in small lots. Corn steady, with rather an improving demand; sales 6,000 [illegible] Western Mixed, in lots, afloat, at $1 05. Barley entirely neglected, maltsters being [illegible]. Oats [illegible] with a good demand; sales 18,500 bushels Chicago [illegible]

MILWAUKEE, Nov. 5.—Flour dull and nominal; Wheat firm at 94c. for No. 1 and 88c. for No. 2. Oats firm but unchanged. Corn and Rye nominally unchanged. Barley dull at 60c.@$1 10 for inferior to choice. Grain Freights firm at 13c. to Buffalo and 17c. to Oswego. Receipts—6,000 bbls. Flour, 101,000 bushels Wheat, 3,000 bushels Oats. Shipments—3,000 bbls. Flour, 58,000 bushels Wheat.

CHARLESTON, S. C., Nov. 5.—Cotton—Net receipts of the week, 11,547 bales; receipts coastwise, 27 bales; total, 11,574 bales. Exports to Great Britain, none; other foreign exports, none; coastwise, 7,104 bales. Stock on hand, [illegible] bales. Sales of the week, 3,075 bales. The market closed quiet and less firm; sales, 400 bales; Middling, 24¼c. Receipts, 1,904 bales; exports, coastwise, 569 bales; Sea Islands, [illegible].

LOUISVILLE, Nov. 5.—Cotton quiet; Middling, 24¼c. Flour quiet; Extra Family, $5 50. Wheat steady; Red, $1; White, $1 15. Corn steady, in bulk, 80c. Oats steady at 50c. Rye steady at 90c. Live Hogs steady at [illegible], gross. Tobacco steady; sales 30 hhds. at [illegible]. Provisions quiet. Mess Pork, $32. Bacon—Shoulders, 16½c.; Clear Sides, 20c. Lard, 18c. Whisky, $1 08.

WILMINGTON, N. C., Nov. 5.—Cotton—Receipts of the week, [illegible] bales; exports, coastwise, [illegible] bales; sales of the week, [illegible] bales; stock in store and on shipboard, 500 bales. The market closed drooping at 23c.@24c. for Middling. Spirits of Turpentine—Nothing doing. Rosin dull; No. 2, $1 65. Crude Turpentine steady but unchanged. Tar quiet at [illegible].

MOBILE, Ala., Nov. 5.—Cotton—Receipts of the week, 11,683 bales; exports—to Great Britain, [illegible] bales; coastwise, [illegible] bales; stock, 37,460 bales; sales of the week, 6,100 bales; sales to-day, 700 bales; Middling, 24c. The market closed quiet but firm; holders generally are unwilling to accept the offers. Receipts, 1,163 bales; exports, 283 bales.

MEMPHIS, Nov. 5.—Cotton active at 24¼c.; receipts, [illegible] bales; exports, [illegible] bales; receipts of the week, [illegible] bales; exports do., [illegible] bales; stock, [illegible] bales. Flour dull and nominally unchanged. Corn, 85c.@90c. Oats firmer at 65c. Pork dull at $32 50. Lard, 18c.@19c. Bacon firm; Shoulders, 17¼c.; Sides, 21c.@21¼c.

NORFOLK, Va., Nov. 5.—Cotton—Receipts of the week, [illegible] bales; exports, coastwise, [illegible] bales; stock on hand, in store and on shipboard, not cleared, [illegible] bales; sales of the week, 1,200 bales. The market closed quiet, and prices were lower; receipts to-day, [illegible] bales; exports, coastwise, 1,751 bales; sales, [illegible] bales; Low Middling, 24c.; Middling, 24¼c.

TOLEDO, Nov. 5.—Flour dull. Wheat declining; No. 1 White Michigan, $1 18; No. 1 Red, $1 12; No. 2, $1 08. Corn firm; No. 1, 83c.; No. 2, 78¼c. Oats dull; No. 1, 47c.; No. 2, 44c. Receipts—1,700 bbls. Flour, 4,300 bushels Wheat, 1,100 bushels Corn. Shipments—3,000 bbls. Flour, 1,000 bushels Wheat, 12,000 bushels Corn, 6,000 bushels Oats.

GALVESTON, Nov. 5.—Cotton—Receipts of the week, [illegible] bales; exports to Liverpool, [illegible] bales; to New-Orleans, [illegible] bales; stock, 17,297 bales. The market was steady, with a fair demand; good Ordinary, 19c.@19¼c.; sales 3,000 bales.

BOSTON, Nov. 5.—Cotton—Net receipts of the week, [illegible] bales; coastwise, [illegible] bales; total, [illegible] bales; exports, none; stock, [illegible] bales. The market was dull; Middling, 25¼c.

CLEVELAND, Nov. 5.—Wheat steady and unchanged. Corn steady and unchanged. Oats heavy; No. 1 State, 48c. Rye quiet; No. 1 held at 95c.@96c.; No. 2, 89c. Barley dull and nominal.

DETROIT, Nov. 5.—Flour very active at $5 50@6 75. Wheat quiet; sales Extra White at $1 23; No. 1 at $1 11¾; Amber at $1 05. Barley unsettled at [illegible] ⅌ cental.

AUGUSTA, Ga., Nov. 5.—The Cotton market closed active, but prices were unchanged; sales, [illegible] bales; receipts, [illegible] bales; Middling, 23½c.@23¾c.

SAN FRANCISCO, Nov. 5.—Flour firm and unchanged. Wheat—Sales of Choice at $1 57½. Legal Tenders, 80.

### Philadelphia Stock Board.

PHILADELPHIA, Nov. 5.—Stocks steady; Pennsylvania State Sixes, 105½; Philadelphia and Erie Railroad, 28; Reading Railroad, 49¼; Pennsylvania Railroad, 54¼. Gold, 127¾.

### Weather Report.

NEW-YORK, Friday, Nov. 5—8 A. M.

| Place. | Wind. | Weather. | Ther. |
|---|---|---|---|
| Halifax | S.W. | Clear | 51 |
| Portland | S.W. | Clear | 48 |
| Boston | S.W. | Overcast | [illegible] |
| New-York | S.W. | Overcast | [illegible] |
| Philadelphia | S.W. | Cloudy | 57 |
| Wilmington | S.W. | Raining | [illegible] |
| Washington | S.W. | Cloudy | 55 |
| Richmond | S. | Cloudy | [illegible] |
| Buffalo | S.W. | Showery | [illegible] |
| Chicago | S.W. | Clear | 43 |
| Louisville | — | Cloudy | [illegible] |
| Mobile | W. | Cloudy | [illegible] |
| New-Orleans | — | Cloudy | [illegible] |
| Key West | N.E. | Clear | 74 |
| Havana | — | Raining | 78 |
| Augusta | — | Overcast | 54 |
| Savannah | S.W. | Cloudy | 59 |
| Charleston | N. | Clear | 60 |

[Advertisement.]

The election on Tuesday last will, if we may judge by past experience, be followed by a wonderful outcropping of new Hats. These will, for the most part, be found at the establishment of Knox, No. 212 Broadway. No matter what the politicians may do, Knox is sure to be the people's hatter. His calling and election are sure.

[Advertisement.]

A suit at law is in progress against John H. Guest for violation of my Burglar Alarm Telegraph Patent, and a suit will be commenced against every one known to use an infringement.

E. HOLMES, No. 7 Murray-st.

Changes are not improvements.

### Closing of Domestic Mails.

North, Poughkeepsie Way ........ 5 A. M.; 1 P. M.
North, through via H. R. R. R. and New-York Central ........ 5 A. M.; 4:30, 9 P. M.
North Way, via Harlem R. R., Chatham Four Corners ........ 5 A. M.
East, via New-Haven ........ 5 A. M.; 1:30, 6 P. M.
East, via Newport ........ 4 P. M.
East, New-Haven Way ........ 5 A. M.; 2:30 P. M.
East, Fall River, mail ........ 5 P. M.
South, Through ........ 7 A. M.; 7:30 P. M.
Philadelphia Way ........ 5 A. M.; 4:30 P. M.
West Mail, through to Harrisburg, Pittsburg, Cincinnati, St. Louis, Louisville, Indianapolis, Columbus, Chicago, St. Paul, St. Joseph, Salt Lake and Denver ........ 7 A. M.; 6:30 P. M.
West Mail, through to Cleveland, Toledo, and by A. & G. W. Western R. R. to Franklin and Meadville ........ 7 A. M.; 4:30 P. M.

### Movements of Ocean Steamers.

[illegible]

### Departure of Foreign Mails.

SATURDAY.

Mails for Europe, via Liverpool, by the City of Paris, close at the General Post Office at 11 M. Supplementary mail for paid letters on Pier No. 45 North River, to 1:30 P. M.

### Passengers Arrived.

NOV. 5—In steamship Donau, from Bremen—[illegible]

NOV. 5—In steamship City of Boston, from Liverpool—[illegible]

## NEWS PACKAGES FOR THE PRESS.

Captains and pursers of vessels arriving at this port are requested to deliver packages addressed to the New-York Associated Press, only to parties exhibiting the written authority of J. W. Simonton, General Agent.

News packages for the Journal of Commerce, Times, Tribune, World, Sun, Express, Evening Post, Commercial Advertiser, Staats Zeitung and New-Yorker Demokrat, should also be delivered only to the same parties.

MINIATURE ALMANAC—THIS DAY.

Sun rises.... 6 35 | Sun sets.... 4 51 | Moon sets.. 7 28

HIGH WATER—THIS DAY.

Sandy Hook. 9 35 | Gov. Island.10 24 | Hell Gate..11 48

## MARINE INTELLIGENCE.

NEW-YORK....FRIDAY, Nov. 5.

### Cleared.

Steamships Virginia, (Br.,) Forbes, Liverpool, National Steamship Co.; Celia, (Br.,) Gleadell, London, Howland & Aspinwall; Concord, Norman, Philadelphia.

Ships Daniel Webster, Brown, London, E. E. Morgan's Son & Co.; Europa, (N. G.,) Bechlen, Bremen, Hermann Hoeger & Co.; Abigail, (Br.,) Raymond, Antwerp, Boyd & Hincken; Charlotte, Oakes, Savannah, [illegible] & Sons; Flying Eagle, Lewis, San Francisco, E. W. Osgood.

Barks Laura, (N. G.,) Strecker, Bremen, Wendt, Tetens & Bockmann; Union, Paine, Adelaide, (Australia,) R. W. Cameron; Dirigo, Blair, Mobile, N. L. McCready & Co.

Brigs Sabina, (Br.,) Vencon, Buenos Ayres, Hatton, Watson & Co.; Annie Gardner, Gardner, Demerara, Miller & Houghton; Curacoa, (Br.,) Lockhart, Curacoa, Jos. Foulkes' Sons; John McDonald, (Br.,) Stiles, Nassau, N. P., Moss & Ward.

Schooners W. L. Burroughs, Lowden, Londonderry, Thos. Dunham's Nephew; Jamestown, Rogers, St. Thomas, [illegible] & Co.; Eveline, Pierce, Barbadoes, Daniel Trowbridge's Sons; Evergreen, Tufts, St. John, N. B., P. I. Nevius & Sons; Margaret Plater, Blizzard, Wilmington, Del., S. Godwin; J. A. Holton, Gordon, Newbern, N. C., J. A. Patterson; Marion Gage, Sheppard, Charleston, N. L. McCready & Co.; Granite State, Crocker, Boston, Samuel W. Lewis & Co.; Senator, Faulkner, Boston, Bentley, Miller & Thomas; W. H. Bowen, Baker, Providence.

### Arrived.

Steamship Donau, (N. G.,) Ernst, Bremen Oct. 23, via Southampton 26th, with mdse. and passengers to Oelrichs & Co. Had fine weather and light winds the entire passage, with dense fogs crossing the Banks. Oct. 30, lat. 38 04, lon. 35 11, passed bark Monitor, bound E.

Steamship City of Boston, (Br.,) Halcrow, Liverpool Oct. 23, and Queenstown 25, via Halifax Nov. 2, with mdse. and passengers to John G. Dale. Nov. 4, [illegible] miles E. of Sandy Hook, passed steamer Scotia, hence for Liverpool.

Steamship Chas. W. Lord, Hobert, New-London, in ballast to Florida Railroad Co.

Steamship Fanita, Brooks, Philadelphia, with mdse. and passengers to J. Lorillard.

United States steam sloop Yantic, Lieutenant-Commander H. C. Tallman, Port-au-Prince Oct. 25, and Cape Nicholas Mole 27th. She carries 5 guns, and has a company of 8 officers and 80 men. Oct. 27, Com. E. A. Trevett Abbot, died of yellow fever; same day, J. J. Lyon, Captain's clerk, died; 31st, Wm. Mehan, ordinary seaman, died of the same disease. The Y. has been cruising for the last 14 months in the West Indies.

French Corvette Latouche Treville, Lieutenant Basset, commanding, St. Pierre, Newfoundland 17 ds. She mounts 4 guns, and has a complement of 80 officers and men.

Ship Clyde, (of Yarmouth, N. S.,) Churchill, Halifax 17 ds., in ballast to H. J. De Wolf & Co. Has had westerly winds almost the entire passage.

Ship Perseverance, (of Liverpool,) Robertson, Liverpool 56 ds., with mdse. and 96 passengers to Tapscott Bros. Had moderate weather up to lon. 51, and from thence heavy westerly gales. Oct. 22, John Jones, 2d mate, fell from the maintopsail-yard on deck, and was killed.

Bark Stampede, (of Nassau,) Gilfey, Sagua 11 ds., with sugar to J. R. Ward & Co. Oct. 24, lat. 29 50, lon. 78 58, had a gale from N. N. W. to N. N. E., which lasted 26 hours, during which lost and split sails and shifted cargo; 24th, lat. 30, lon. 78, was in co. with bark Thomas and brig Alexander Milliken, from Sagua for New-York, and brig Chelsea, for Portland.

Bark Tond, (N. G.,) Roetake, Shields 60 ds., with mdse. to Briggs & Co. Oct. 24, lat. 38 58, lon. 68, encountered an easterly gale, which continued 2 or 3 hours, shifting from S. E. to S. W., during which lost maintopgallant-yard.

Bark Harry Booth, Chase, Havana 17 ds., with sugar to J. R. Ward & Co. Has had heavy northerly winds throughout the passage.

Brig Union, (of St. John, N. B.,) Tufts, Cow Bay 25 ds., with coal to Block House Mining Co.—vessel to P. I. Nevius & Sons. Has had heavy N. W. gales the entire passage; lost foremast, and lost and split sails, and was driven down on George's Shoals, having no jibs or foretopmast staysail, and struck on the shoals, a heavy sea running at the time; has since been twice driven down in the Gulf stream, not being able to carry any sail to get north; the foremast is broken 12 feet from deck, having fished it with spars and tackles, and managed to get to Sandy Hook, from whence took steamtug and towed to City.

Brig Gertrude, (of St. Johns, N. F.,) Layman, St. Johns, N. F., 19 ds., with fish and oil to R. P. Currie. Oct. 26, lat. 39 38, lon. 67 44, was struck by a sudden squall from N. W., carrying away both topmasts, with all the yards, sails, and rigging attached; stove bulwarks, and did other slight damage.

Brig Brudenel, (of Prince Edward's Island,) Burden, Lingan, C. B., 12 ds., with coal to George H. Brewer.

Brig Proteus, (of St. John, N. B.,) Gibbon, Havana 17 ds., with sugar to order.

Brig Isabella, (of Barbadoes,) Morgan, Para 38 ds., with rubber and nuts to Burdett & Pond. Has been 13 ds. north of Hatteras, with northerly gales; Oct. 22, lat. 29, lon. 69 40, passed an American bark, steering W. S. W., showing a white signal with black star.

Brig Willie Smith, (of Pugwash, N. S.,) Rogers, St. Johns, N. F., 18 ds., with oil to A. M. Wright—vessel to Cyrus E. Staples. Has had heavy westerly gales from the Banks.

Schr. Carrie Walker, (of Thomaston,) McFarland, Jacksonville 12 ds., with lumber to R. D. Fairchild. Has been 10 ds. north of Hatteras, with strong head winds; Oct. 28, off Cape Clear, saw bark E. P. Sweet, bound S.

Schr. Tigris, (of Windsor, N. S.,) Morris, Bahia 45 ds., with rosewood to L. E. Amsinck & Co.—vessel to H. J. De Wolf & Co. Has had light S. E. winds and calms up to lat. 33 N., and from thence strong N. W. gales.

Schr. Rebecca M. Atwood, (of Harwich,) Doane, East-Harbor, T. I., 13 ds., with salt to Woodruff & North—vessel to H. J. Wenberg. Has been 7 ds. north of Hatteras with northerly winds.

Schr. Julia, Nash, Calais, with lumber to R. C. Gates.

Schr. Mary Miller, Baker, Providence, for Philadelphia.

Schr. R. A. Ford, Carpenter, Rockland, N. B., 12 ds., with building stone to P. I. Nevius & Sons.

Schr. Prudence, Hall, Camden, Me., with lime to J. Haviland.

Schr. Margaret Ann, Mason, St. John, N. B., via Norwalk.

Schr. Franklin, Wooster, Rockport, with building stone to Ball & Bros.

Schr. Wm. S. O'Brien, Burns, New-Haven, for Elizabethport.

Schr. Oliver Avery, Wilson, Rockland, with lime to J. R. Brown.

Schr. Chas. Wooley, Parker, New-Haven, for Philadelphia.

Schr. Naiad Queen, Chase, Portland, with lumber to J. W. Robinson.

Schr. Starlight, McIntyre, Bath, with lumber to Holyoke & Murray.

Schr. Sarah J. Hoyt, Cranmer, New-Haven, for Philadelphia.

Schr. Maria Whitney, Hull, Rockland, with lime to Pressy & Co.

Schr. Abbie Ingalls, Ingalls, Musquash, N. B., 14 ds., with spiles to Snow & Richardson.

Schr. General Marion, Romer, Rockland, via Providence.

Schr. E. Waterman, Hudson, Providence.
Schr. Eliza Jayne, Hodges, Providence.
Schr. Sally Merritt, Palmer, Norwalk.
Schr. J. Norris, Handley, Holmes' Hole.
Schr. Ed. Collyer, Davis, Northport.
Schr. Mary Mills, Kelly, Port Jefferson.
Schr. J. S. Page, Jones, Port Jefferson.
Schr. Cinderella, Vaughan, Port Jefferson.
Schr. Charm, Bennett, Providence.
Schr. Capitol, Demming, Providence.
Schr. Nellie Bloomfield, Hobbie, Stamford.
Schr. J. G. Collyer, Crosby, Providence.
Schr. Ariadne, Chase, New-Bedford, for Rondout.
Schr. Lamartine, Gurney, Wareham.
Schr. George & Albert, McDonald, Providence.
Schr. Fashion, Carberry, Norwalk.
Schr. Josephine, Ball, Bridgeport, for Elizabethport.
Schr. Hattie A. Butler, Strickland, Portland, Conn.
Schr. Cora, Rayner, Providence, for Rondout.
Schr. David Pearsall, McGinnies, Greenwich.
Schr. Evelyn, Burger, Stamford.
Schr. Ida L., Bourne, Boston.
Schr. Hase, McName, Greenwich.
Schr. Dart, Johnson, Stamford.
Schr. Wynona, Baker, Taunton, for Rondout.
Schr. John Collins, Hawkins, Virginia.
Schr. Geo. M. Bodine, Stack, Virginia.
Schr. J. B. Binns, Higbee, Virginia.
Schr. R. F. Stockton, Bogart, Virginia.
Schr. John Forsyth, Burr, Virginia.
Schr. D. S. Miller, Mills, Virginia.
Schr. Mary Haley, Haley, Virginia.
Schr. Barbara, Hadden, Virginia.
Schr. Belle R. Hull, Driscoll, Virginia.
Schr. J. D. Sawyer, Soper, Virginia.
Schr. Henry Finch, Bunnell, Virginia.
Schr. Wm. Moore, Barrett, Great Egg Harbor.
Schr. Jerusha, Smally, Great Egg Harbor.
Schr. Lydia Budd, Budd, Great Egg Harbor.
Schr. Wm. Vangilder, Young, Great Egg Harbor.
Schr. D. H. Merriman, Stacey, Indian River.
Schr. S. W. Bunnell, Bunnell, Georgetown, D. C.
Schr. Oliver Scofield, Disosway, Georgetown, D. C.
Schr. Lizzie, Williams, Horton's Point.
Schr. Quickstep, Smith, New-Haven.
Schr. J. M. Taylor, Fowler, Portland, Conn.

Canal boat C. H. Platt, Morrison, St. John, Canada, 20 ds., with lumber to C. H. Platt.

Canal boat Treadway, Flowers, Montreal 20 ds., with lumber to A. D. Laden.

Canal boat H. T. Gaylord, Stevens, Montreal 20 ds., with barley to John Gordon & Son.

Canal boat Register, Swift, Montreal 20 ds., with barley to John Gordon & Son.

Canal boat W. Swift, Southerland, Montreal 20 ds., with barley to Hartshorn & Brand.

Canal boat S. J. Smith, Smith, Ottawa, Canada, 20 ds., with lumber to R. W. Adams.

Canal boat W. A. Harris, Lynn, Ottawa, Canada, 20 ds., with lumber to R. W. Adams.

Canal boat [illegible], Hobart, Benson, Brockport, Sept. 30, with lumber to [illegible].

Canal boat F. Warner, Quinn, [illegible], 20 ds., with shooks to Brett, Son & Co.

WIND—At sunset, light, S. W.; thick and hazy.

### Spoken, &c.

G. F. Pinkston—Brig, hence for Kingston, Jam., Oct. 25, lat. 26 52, lon. 77 12.

### By Telegraph.

BOSTON, Nov. 5.—Arr. steamers McClellan, from Baltimore; Aries, from Philadelphia; ship William Woodbury, from Liverpool; barks Chance, from Cronstadt; R. G. W. Dodge, from Georgetown, S. C.; brigs George Harris, from Sierra Leone; [illegible], from Philadelphia; J. B. Brown, from do.; Hattie E., from do.; schr. William McLoon, from New-York; brigs Chance, from Rio Grande; Portage, from Fuego; schr. Trade Wind, from New-York.

CHARLESTON, S. C., Nov. 5.—Arr. steamers James Adger, New-York; Gulf Stream, New-York; Starlight, Portland, Me.

Sld. steamer J. W. Everman, Philadelphia; schr. W. R. Penerick, Jacksonville.

FORTRESS MONROE, Nov. 5.—Passed out—Steamer Berlin, from Baltimore for Bremen.

HOLMES' HOLE, Nov. 5, A. M.—Sld. brig Crescent; schrs. Raven, B. F. Chase, J. W. Collin, and T. Sinwickson.

P. M.—No arrivals.

6th, A. M.—Arr. U. S. steamer Pawnee, in tow of U. S. steamtug Lydia, Portsmouth, N. H., for Norfolk, Va.; bark R. G. W. Dodge, (of Philadelphia,) Georgetown, S. C., 13 ds., for Boston, (1st and 2d mates and one seaman sick;) schrs. Julia A. Garrison, Sarah C. Smith, and E. H. Vaughan, Philadelphia, for Boston; Southerner, do., for Portsmouth; John Griffith, Wilmington, N. C., for Boston; Orcola, Elizabethport, for do.; Frank Atwood, Boston, for Norfolk; Isabel L. Pierce, do., for Tangier; Arctic, New-York, for Salem; Panthea, Rondout, for Woods' Hole.

NORFOLK, Va., Nov. 5.—Sld. steamer George Appold, for Boston.

SAVANNAH, Ga., Nov. 5.—Arr. schrs. Sarah A. Reed, Eastport, Me.; Abby Pitman, New-York.

Cld. brig Mercedes, Barcelona.

SAN FRANCISCO, Nov. 5.—Cld. ship Ravenscrag, for Cork, with 20,000 sacks of wheat; bark Light of the Age, for Liverpool, with 15,000 sacks of wheat.

Sld. ship Kingfisher, for Cork.

### Marine Disasters.

BOSTON, Nov. 5.—The brig Cyclone, from New-York for Boston, before reported ashore on Cuttyhunk, was got off yesterday after discharging three hundred barrels of her cargo, and was towed to New-Bedford.

NORFOLK, Nov. 5.—The schr. S. E. Woodbury, from Bucksport for Baltimore, is ashore on Body Island. The steamer Resolute has gone to her assistance.

### Foreign Ports.

At Bahia, Sept. 21, schr. Mary A. Williams, for New-York, ldg.

At Para, Oct. 2, schrs. E. C. Lane and J. W. Holmes, from New-York, dschg.

HAVANA, Nov. 5.—Arr. steamer Saxonia this morning from New-Orleans.

Sld. steamer Washington, for Vera Cruz.

## EUROPEAN MARINE NEWS.

### Arrived Out.

QUEENSTOWN, Nov. 5.—The Royal Mail steamship Java, from New-York Oct. 27, arrived at this port at 4:30 P. M. yesterday.

SOUTHAMPTON, Nov. 5.—The steamship Holsatia, from New-York Oct. 26, arrived at this port at 11 P. M. yesterday.


# EXTREMELY LOW PRICES

AT

# UNION ADAMS & CO.

**FOR LADIES.**

Patent Merino Vests,
Patent Merino Drawers,
Fleecy Cotton Hosiery,
Kid and Castor Gloves,
Cardigan Jackets,
Roman Sashes, &c.

**FOR MISSES.**

Patent Merino Vests,
Patent Merino Drawers,
Patent Merino Dresses,
Fleecy Cotton Hosiery,
Fancy Cashmere Hosiery,
Roman and Fancy Sashes.

## No. 637 Broadway.

SUITS, SUITS
FOR SIXTEEN DOLLARS.
SUITS, SUITS
FOR EIGHTEEN DOLLARS.
SUITS, SUITS
FOR TWENTY DOLLARS.
SUITS, SUITS
THE CHEAPEST IN THE CITY.
SUITS, SUITS
OF ALL KINDS OF MATERIAL.
LARGEST STORE OF THE KIND IN THIS CITY,
WHOLESALE OR RETAIL.
BROKAW BROTHERS,
OPPOSITE COOPER INSTITUTE.

TIFFANY & CO.
ARE OPENING DAILY THEIR
IMPORTATIONS
FOR THE
HOLIDAYS.

BRONZES,
MANTEL SETS,
AND
FIGURES
IN GREAT VARIETY, MANY QUITE NEW,
WILL BE OPENED THIS WEEK.
Nos. 550 and 552 BROADWAY.

FURNITURE.
AT DEGRAAF & TAYLOR'S,
FURNITURE, CARPETS AND MATTRESSES.

WHOLESALE STOCK OPENED FOR RETAILING. Allow no party to persuade you to buy until you have examined our stock of furniture, carpets, mattresses and curtains. It is generally conceded by the trade that our stock is the LARGEST, most VARIED IN STYLE, and at the lowest prices for the quality of any house in this line; 24 and 26 av. compose the stores. Goods guaranteed as represented.

NOS. 87 AND 89 BOWERY, 65 CHRYSTIE, 130 AND 132 HESTER-ST., CONNECTED.

FORD & TUPPER,
MANUFACTURING
SILVERSMITHS.
WHOLESALE AND RETAIL.
NOS. 787 AND 789 BROADWAY,
CORNER 10TH-ST. UP STAIRS.

BEAUTIFUL HOMES
ON CASTLETON HEIGHTS,
STATEN ISLAND.
GREAT SALE OF THE SEASON.
Andrew Wilson, Jr.'s, subdivision of GRAND VIEW PARK, at Public Auction, without reserve,
THURSDAY, NOV. 11, AT 1 O'CLOCK P. M.,
THIRTY VILLA PLOTS,
equal in area to 1,000 city lots. The finest opportunity to secure economical, accessible, beautiful RURAL HOMES within one hour of New-York.
THE MOST PICTURESQUE ROMANTIC SITES ON THE ISLAND.
LOTS FROM ONE TO FIVE ACRES,
each commanding
A MAGNIFICENT OCEAN VIEW,
THREE COMFORTABLE DWELLINGS, WITH ALL APPURTENANCES.
10,000 FEET OF AVENUES
have been cut and graded, and the Park elegantly landscaped, without regard to cost. The attention of business men is especially called to this valuable property, as presenting unusual advantages for
BEAUTIFUL HOMES OR SPECULATIVE INVESTMENT.
REMEMBER,
THURSDAY, NOV. 11, AT 1 O'CLOCK, P. M.
All who desire to attend the sale will take the Staten Island boat at the Battery, foot of Broadway, at 11 o'clock precisely, and landing at Vanderbilt, will find carriages to convey them to the grounds free. Ladies and gentlemen who may favor the proprietor with their company on that occasion will find that every provision for their comfort and enjoyment has been made that hospitality can suggest. Protection will be afforded from the weather, and sale take place, rain or shine.
For descriptive pamphlets, maps, circulars, or further information, apply to ANDREW WILSON, Jr., or FRANCIS TOMES, Jr., No. 194 Broadway, to PHELPS, FALLON & CO., No. 135 Broadway, or JOHNSON & MILLER, No. 23 Nassau-st.

PACIFIC RAILWAY
GOLD LOAN.

Messrs. DABNEY, MORGAN & CO., No. 53 Exchange-place, and M. K. JESUP & COMP'Y, No. 12 Pine-st., New-York, offer for sale the BONDS of the KANSAS PACIFIC RAILWAY. These Bonds pay SEVEN PER CENT. IN GOLD; have thirty years to run; are Free from Government Taxation; are secured by a Land Grant of Three Million Acres of the Finest Lands in Kansas and Colorado. In addition to this special grant the Company also owns Three Millions of Acres in Kansas, which are being rapidly sold to develop the country and improve the road. They are a first mortgage upon the extension of the road from Sheridan, Kansas, to Denver, Colorado. The road in operation *now earns more than enough net income to pay the interest on the new loan.* There is no better security in the market—this being in some respects better than Government Securities. *Principal and Interest payable in Gold.* Price 96, and accrued Interest in Currency. Pamphlets, Maps and Circulars furnished on application.

A Choice Security.
SEVEN PER CENT. GOLD,
Free of Government Tax.
NEARLY 10 PER CENT. CURRENCY.
FIRST MORTGAGE BONDS
OF
NEW-YORK AND OSWEGO
MIDLAND RAILROAD.
THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to $20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 150 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New-York. It shortens the route from New-York City to Buffalo 70 miles, and to Oswego 48 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New-York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,
Bankers, No. 25 Nassau-st.

DO YOU WANT GAS? You have only to try our Machine at our expense, and buy it afterward, if it suits. Circulars and information at UNION GAS COMPANY, No. 14 Dey-st., N. Y.

ROYAL HAVANA LOTTERY OF CUBA.—Prizes paid in gold, information furnished, highest rates paid for doubloons, and all kinds of gold and silver. TAYLOR & CO., bankers, No. 16 Wall-st., New-York.

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SEVEN PER CENT.
FIRST MORTGAGE
CONVERTIBLE, SINKING FUND
GOLD BONDS
OF THE
Danville, Urbana, Bloomington and Pekin Railroad Company
OF ILLINOIS.
PRINCIPAL AND INTEREST PAYABLE IN GOLD AT THE FARMERS' LOAN AND TRUST COMPANY, NEW-YORK. COUPONS PAYABLE FIRST OF APRIL AND OCTOBER.
FREE OF GOVERNMENT TAX.

Total Issue........................$2,000,000
Capital Stock........................2,000,000

The Bonds are a first mortgage on the railway, its rolling stock, depots, machine shops, lands, and the entire property of the Company.

LENGTH AND TOPOGRAPHY.

The road is 117 5-100 miles in length, the only East and West line connecting the Cities of Danville, Urbana, Bloomington and Pekin on the line of the old Emigrant Road. This section has been justly named the Garden of the West, and is noted for its large agricultural and manufacturing products, also for its valuable mines of coal. The local business will make the line a FIRST-CLASS PAYING ROAD.

VALUABLE CONNECTIONS.

In addition the Company provide for a large through business, having as MANY VALUABLE CONNECTIONS EAST AND WEST AS ANY ROAD now in operation. The line has lately been consolidated with the Indianapolis and Danville Road, making over 200 miles under one management.

At Indianapolis it connects with the Pennsylvania Central, Baltimore and Ohio, also with several other lines at Danville, with the Toledo, Wabash and Western, and at Pekin with Peoria, making a new through direct route in Illinois, connecting Philadelphia, New-York, Boston and Baltimore with Peoria, Keokuk, Burlington, Omaha and the Far West.

COMPLETION OF THE ROAD.

The road is being rapidly constructed, all graded and bridged, the track laying at the rate of one mile per day, all the iron and a large amount of rolling stock provided. The whole road WILL BE COMPLETED BEFORE THE 1ST OF JANUARY NEXT.

PROFIT OF THE INVESTMENT.

The bonds average LESS THAN EIGHTEEN THOUSAND DOLLARS PER MILE, are CONVERTIBLE INTO STOCK AT PAR, at the option of the holder, at any time, and may be registered in the name of the owner if desired.

The stocks of several of the principal lines of Illinois are selling at from above par to nearly 200. There is a reasonable prospect of the stock of this road, at no distant day, selling as high as either of them, which makes the convertible clause a valuable option.

We have PERSONALLY EXAMINED THE ROAD, and consider the bonds A CHOICE SECURITY; we therefore take pleasure in recommending them to investors as SAFE, PROFITABLE AND RELIABLE. A large portion of the loan has already been sold.

We are authorized to offer them for the present at 95 and accrued interest in currency, the Company reserving the right to advance the price, without notice. At this price THEY PAY TEN PER CENT. in currency—nearly FIFTY PER CENT. MORE THAN THE SAME AMOUNT INVESTED IN GOVERNMENTS. Gold and all marketable securities received in exchange at highest market rates. Bonds forwarded by express free of charge.

TURNER BROTHERS,
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No. 14 Nassau-st., New-York.

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SAFETY
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The position of this Boiler as absolutely safe from disastrous explosion, economical in fuel, and as a thoroughly reliable, durable, practical and efficient Steam Generator is fully established, as evinced by the sale of about One Hundred and Fifty Boilers, in sets of from 5 H. P. to 300 H. P., the sale, to many purchasers, of a second one after trial of the first, and by the experience of those who have used it. Its safety is self-evident, it not being built of any dangerous materials, as large wrought iron plates, containing unseen defects, nor cast-iron, which cracks and gives way instantly, but being composed of the best Wrought Iron Boiler Tubes, tested to 500 pounds pressure, water and steam inside of them, and having no large sheet iron shell to explode. Its economy of fuel, and many other advantages, resulting from its sectional form, as lightness, low freight, facility of enlargement, &c., are equally evident upon examination. Its use secures the economy of high pressure without danger. In view of the thousands of victims maimed or murdered by all the common forms of boilers, no humane man can afford to incur the risk of using a boiler in which such fearful results are possible. They are possible and somewhat probable in all shell boilers, the danger being inherent in the large diameter, and ready to develop itself at any moment in an explosion. Root's Safety Boiler offers absolute immunity from such results. Send for illustrated pamphlet. Address
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